

12

Use care in turning pages

D & R G W



C B & Q



C & S



FRISCO



MoP



D & SL



W. P.



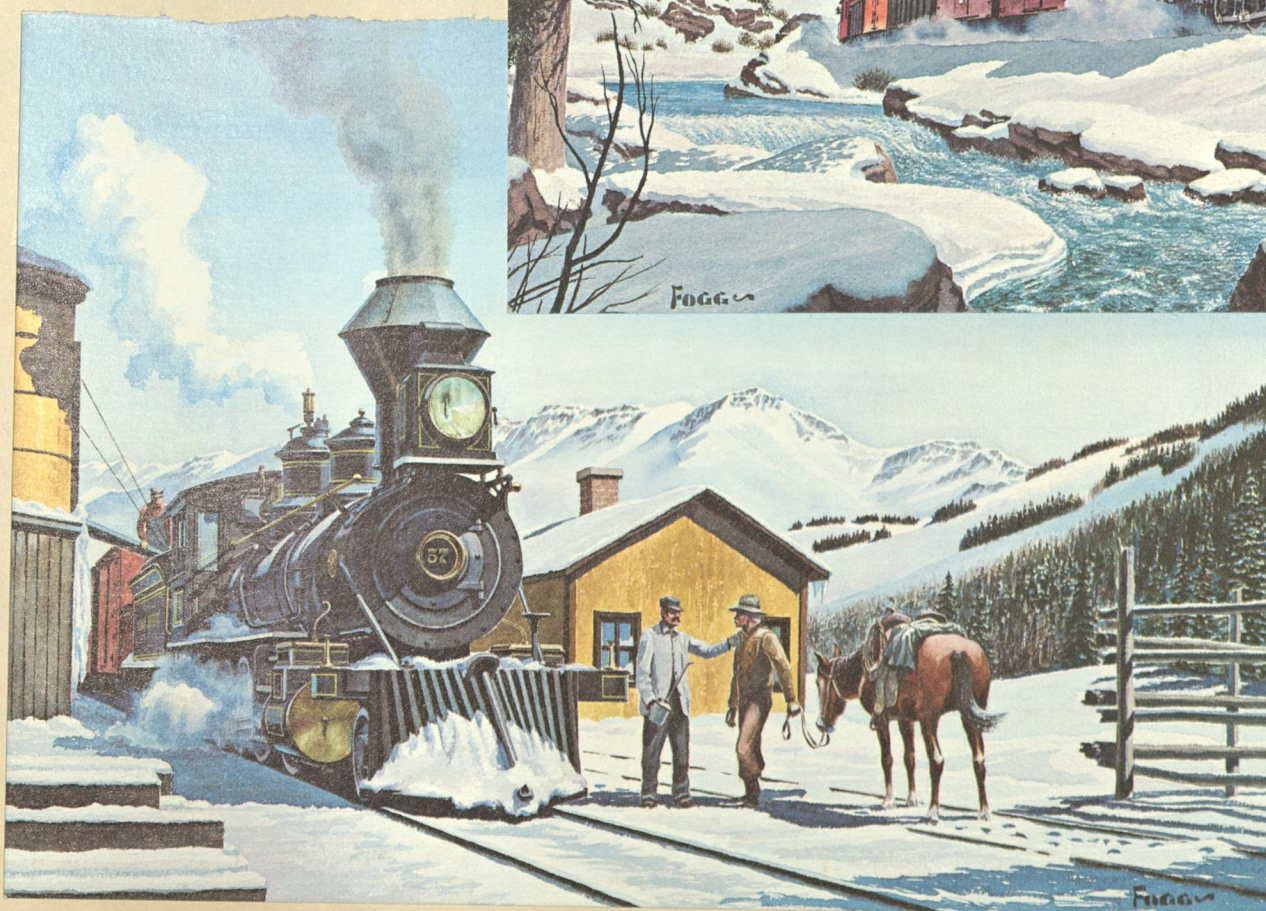
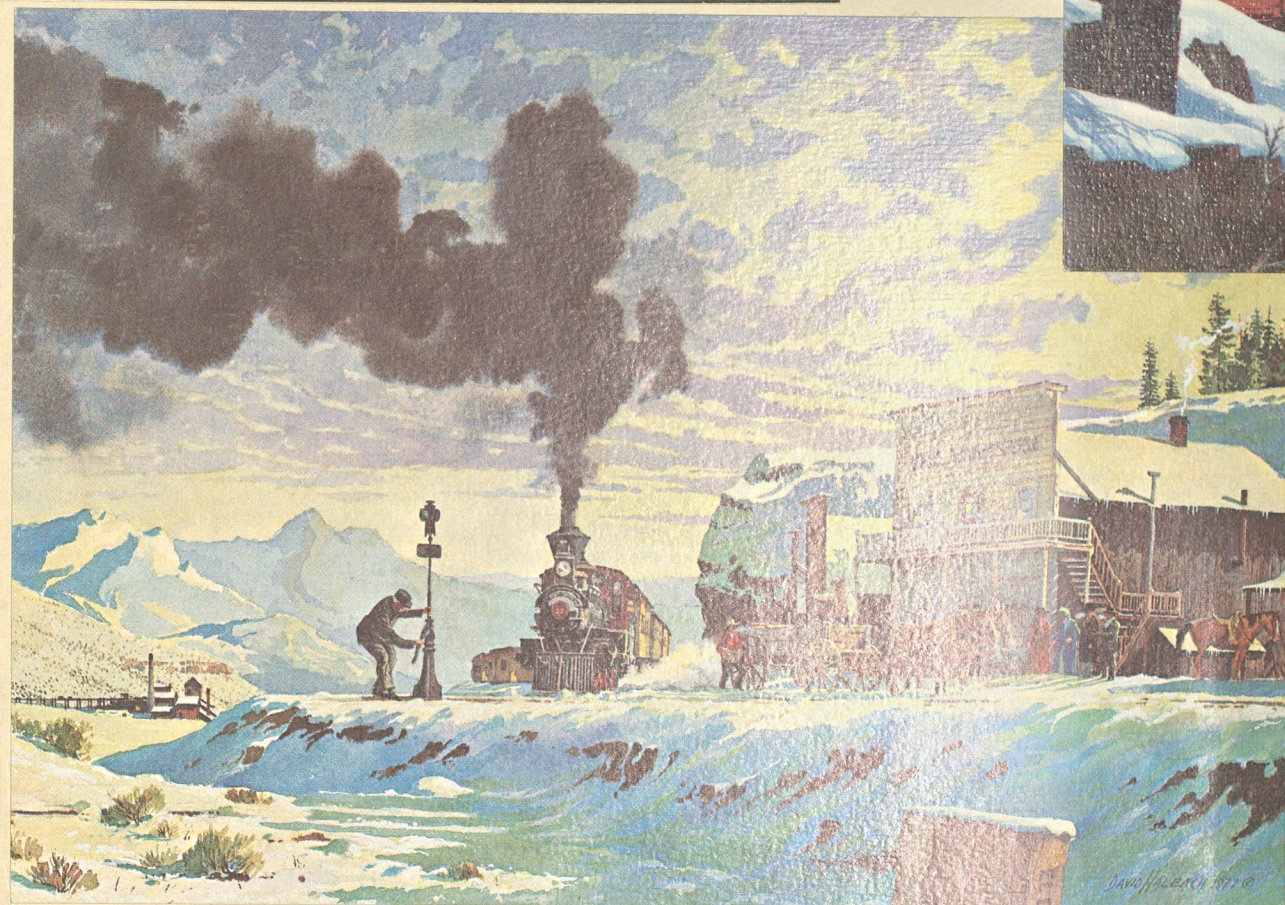
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Missouri Pacific	130	285
Denver & Rio Grande (n.g.)	161	160
Denver & Salt Lake	186	57
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		<u>1,632</u>

DONATED TO THE
RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY
August 07, 1987

OUT WHERE THE WEST BEGINS

OUT WHERE the handclasp's a little stronger,
Out where the smile dwells a little longer,
That's where the West begins;
Out where the sun is a little brighter,
Where the snows that fall are a trifle whiter,
Where the bonds of home are a wee bit tighter,—
That's where the West begins.



SPECIAL ROUND-TRIP HOMESEEEKER FARES

FROM

Kansas City, Leavenworth, Atchison,
Sioux City and Points East

TO

Colorado, New Mexico, Utah and Nevada

BY WAY OF

DENVER & RIO GRANDE
WESTERN PACIFIC

Tickets on Sale the First and Third Tuesdays
of Each Month During 1916

Liberal Stop-Over Privileges at All Points on
Denver & Rio Grande.



F. RAY McKNIGHT
8835 S. W. HAZELVERN WAY
PORTLAND, OR 97223

DENVER, SOUTH PARK & PACIFIC RAILROAD.

Leadville and Gunnison Short Line.

ACCOMMODATIONS FIRST CLASS!

Pullman's Palace Sleepers! Horton Chair Cars!
Elegant Observation Day Coaches! Good
Eating Houses! No Night Changes!
No Transfers! Quick Time and
Sure Connections!

REMEMBER:

There is Health for all in our delightful Mountain Climate.
There is Wealth for all in our Mountains filled with Gold
and Silver.

There is Pleasure for all, who seek either Health or Wealth,
along the beautiful South Park Route.

THE HUNTER'S AND FISHERMAN'S PARADISE.

DENVER, SOUTH PARK & PACIFIC FAST FREIGHT LINE

DENVER

Leadville, Crested Butte,
Gunnison, Ruby,
Buena Vista, Breckenridge,
Alpine, Kokomo,
Pitkin, Ten Mile,
Red Cliff, Fairplay,
Roaring Forks, Alma,
Eagle River, Dudley,

—AND THE—
Great Mining Camps of Southern Colorado.

The Lowest Rates furnished to Eastern Points on shipments of
BULLION, ORES, ETC.

For rates and information apply to or address
A. S. HUGHES,
GEN'L FREIGHT AGENT,
Denver, Colorado.

Denver, Northwestern
and
Pacific Railway

"Moffat Road"

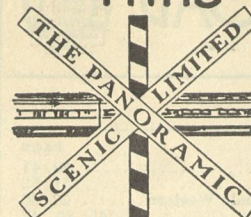
TIME TABLE

The Company reserves the right to
vary from time shown, at its pleasure
and without notice.

JUNE, 1905

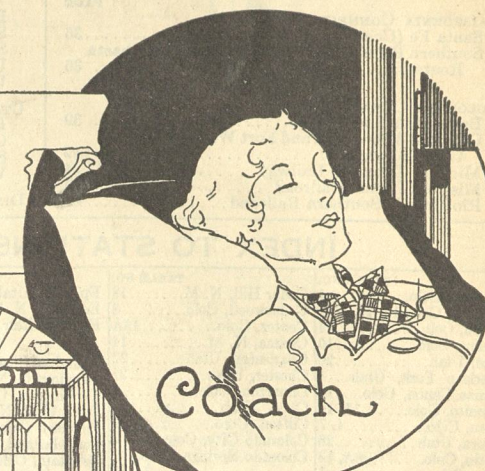


THRU THE ROCKIES...NOT AROUND THEM

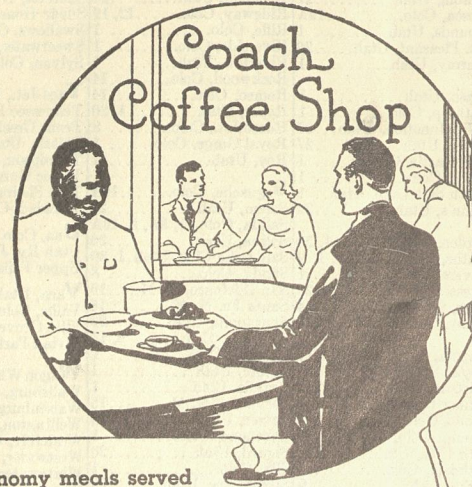


Two peerless air-conditioned trains
every day between Colorado, Utah
and the Pacific Coast via the Royal
Gorge or thru the Moffat Tunnel.
For America's finest railroad trip—
go one way, return the other.

Free use of fresh, downy
pillows; deep-cushioned
reclining chairs; dimmed
lights at night.



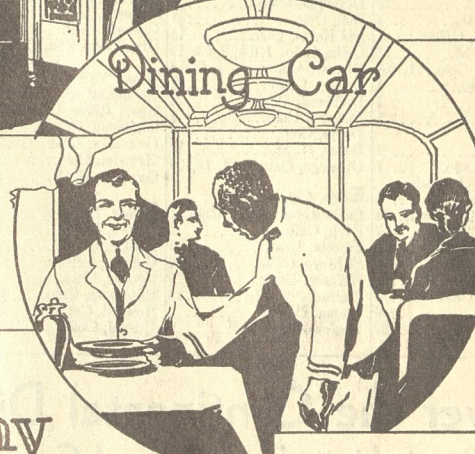
High, wide windows; lux-
urious appointments and
furnishings; radio; maga-
zines; writing desks; re-
freshment service.



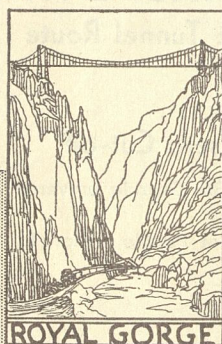
Economy meals served
at counter or seats in
coaches and tourist cars. 3 meals
for 90c—breakfast 25c, lunch 30c,
dinner 35c.



Reasonably priced tasty
meals courteously served
in the home-like atmos-
phere of Rio Grande
diners.

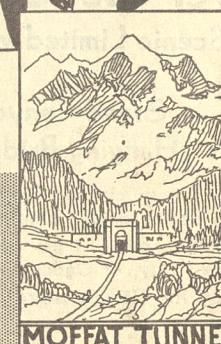


The Rio Grande Way
Is the Only Scenic Way...
Thru the Best of the West [1939]



**DENVER & RIO GRANDE
WESTERN RAILROAD**

• SCENIC LINE OF THE WORLD •



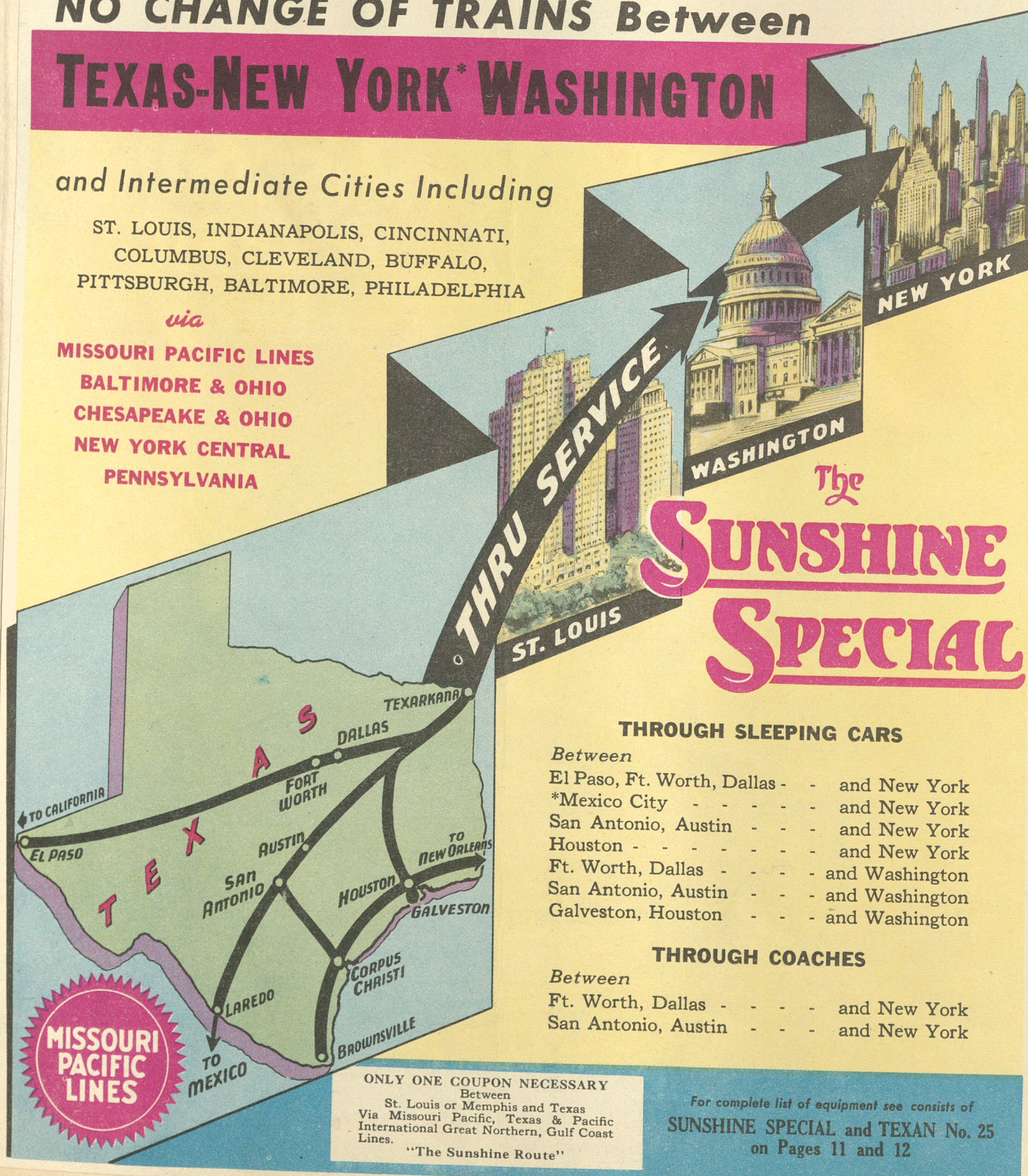
NO CHANGE OF TRAINS Between TEXAS-NEW YORK* WASHINGTON

and Intermediate Cities Including

ST. LOUIS, INDIANAPOLIS, CINCINNATI,
COLUMBUS, CLEVELAND, BUFFALO,
PITTSBURGH, BALTIMORE, PHILADELPHIA

via

MISSOURI PACIFIC LINES
BALTIMORE & OHIO
CHESAPEAKE & OHIO
NEW YORK CENTRAL
PENNSYLVANIA



The
**SUNSHINE
SPECIAL**

THROUGH SLEEPING CARS

Between
El Paso, Ft. Worth, Dallas - - and New York
*Mexico City - - - - - and New York
San Antonio, Austin - - - - - and New York
Houston - - - - - and New York
Ft. Worth, Dallas - - - - - and Washington
San Antonio, Austin - - - - - and Washington
Galveston, Houston - - - - - and Washington

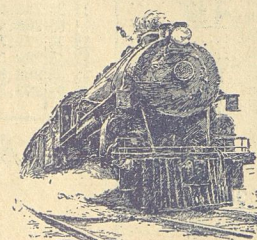
THROUGH COACHES

Between
Ft. Worth, Dallas - - - - - and New York
San Antonio, Austin - - - - - and New York

ONLY ONE COUPON NECESSARY
Between
St. Louis or Memphis and Texas
Via Missouri Pacific, Texas & Pacific
International Great Northern, Gulf Coast
Lines.
"The Sunshine Route"

For complete list of equipment see consists of
SUNSHINE SPECIAL and TEXAN No. 25
on Pages 11 and 12

".... they performed miracles"



"During the past twelve months we've had to move
about three million troops, plus their equipment and
supplies. The railroads have had a tremendous job,
and to-date, they've done it well. During the seven
critical weeks after Pearl Harbor they performed
miracles."

Major General C. P. Gross, Chief
Transportation Corps, Services of Supply

"IN ALL THE WORLD NO JOB IS BEING BETTER DONE
TODAY THAN BY THE AMERICAN RAILROADS."—Hon.
Clarence F. Lea, Chairman of Committee on Interstate and
Foreign Commerce, House of Representatives.
(1942)

DEDICATION

To those loyal employees of the roads in
this volume who performed their duties,
often under adverse conditions, during
the era of steam when railroading was a
proud profession.

Clips initialed "OKM" are those
salvaged from a former book of
my father's. Where one c/n is
shown it is for the engine that
is illustrated.

THE General Wood

New Passenger Train

between **ST. LOUIS** and **SPRINGFIELD, MO.**

Delightful daylight service free from the annoyances and hazards of congested highways.

• In addition to serving the local territory, this train provides convenient daylight service for passengers destined to and from Fort Leonard Wood, new training center of the Seventh Corps Area adjacent to Newburg, Mo., and the proposed O'Reilly Army Hospital at Springfield, Mo.

• The new train has modern air-conditioned coaches, and a comfortable coach-lounge, also air-conditioned . . . Meals are served in this car at the popular Snack Car prices.

• Service between Rolla, Newburg and Fort Leonard Wood is provided by busses of the Frisco Transportation Company; for schedules, see Table 1, Page 7.



MAY 1941

Schedule

No. 5 Read Down	THE "GENERAL WOOD"	No. 6 Read Up
AM	St. Louis	PM
8:25	Tower Grove	4:15
8:35	Webster Groves	4:00
(a)	Kirkwood	(b)
(a)	Crescent	f 3:39
f 9:11	Pacific	f 3:14
	Catawissa	f 3:08
	Robertsville	f 2:55
	St. Clair	f 2:44
	Anaconda	f 2:36
f 9:34	Stanton	f 2:30
	Sullivan	f 2:23
9:51	Bourbon	f 2:14
	Leasburg	f 2:06
	Hoffins	f 1:57
	Cuba	f 1:47
10:12	Fanning	f 1:43
	Rosati	f 1:36
f 10:35	St. James	f 1:28
	Dillon	f 1:22
10:46	Rolla	f 1:05
11:06	Newburg	
	Fort Leonard Wood	12:58
11:13	Newburg	f 12:52
(b)	Alhambra Grotto	f 12:50
	Arlington	f 12:41
	Jerome	f 12:32
f 11:39	Franks	f 12:14
f 11:46	Dixon	f 12:05
f 11:57	Hancock	f 11:52
	Crocker	f 11:40
f 12:15	Swedeberg	f 11:30
f 12:25	Richland	f 11:20
12:42	Stoutland	f 11:05
	Sieper	f 10:50
	Lebanon	f 10:38
	Brush Creek	f 10:29
	Phillipsburg	f 10:19
	Conway	f 10:08
	Niangua	f 9:50
	Marshall	AM
1:29	Northview	
	Stratford	
	Springfield	

(a) Stops to take on revenue passengers.
(b) Stops to let off revenue passengers.
(f) Indicates stop on signal to take on or let off passengers.



"KEEP 'EM RINGING"

THE Liberty Bell is ringing again — throughout this militant land.

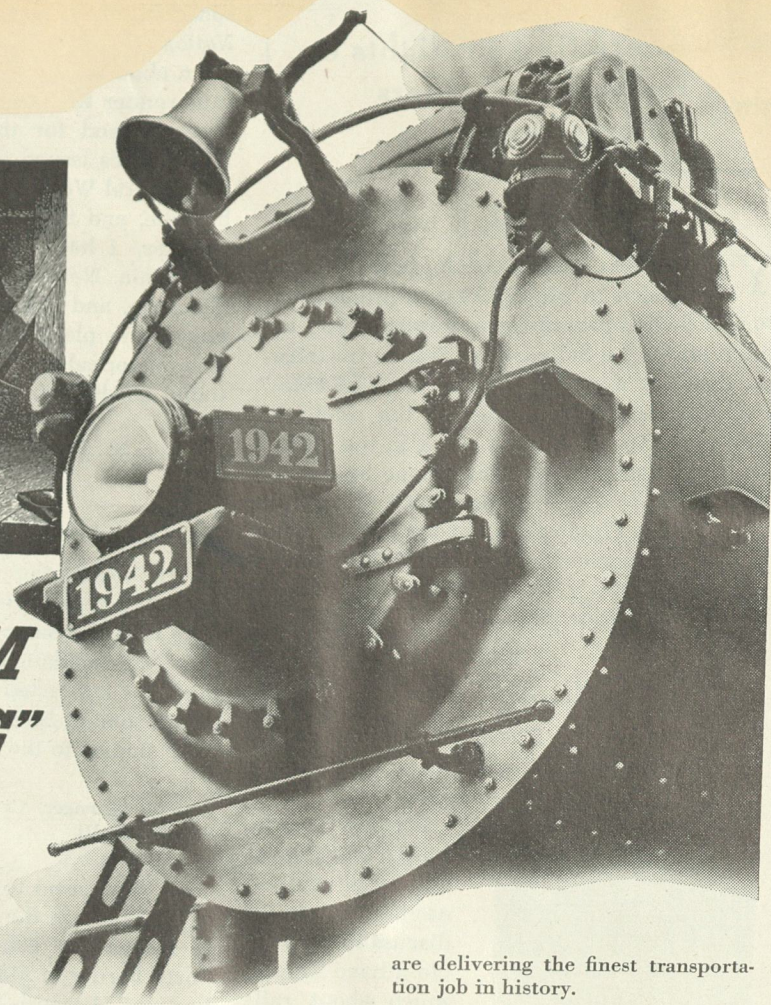
But it's not just one bell that rings today.

Tens of thousands of them are clanging "right of way for the U. S. A." as the troop trains roll, as freight trains bring together at the war plants every sort of raw material, and as they speed tanks, guns, planes and munitions from assembly lines to our fighting forces.

For the bells of America's locomotives — locomotives moving a million tons of freight a mile for every minute of the day and night — are Liberty Bells of 1942.

To do their part in keeping this "War of Movement" rolling, the railroads have enlarged their plant and increased the efficiency of their operations.

Today railroad equipment and railroad men



are delivering the finest transportation job in history.

The size of that job is constantly increasing as ships are withdrawn from domestic service and as rubber-tired traffic turns more and more to the rails. To handle a growing job, railroads have bought and built more cars and locomotives, and would like to get still more. Other national needs for critical materials, however, have made it impossible for them to get as much new equipment as they would like. But you can count on it — the railroads will make the best use of what they have and what they can get. You can count on it — they'll keep up their all-out effort toward the great objective — to keep America working, to keep America fighting, to keep America free.



Come Up to Colorado

For relaxation and peace . . . Escape for a time from the swift pace of the noisy business world,—the humdrum of household duties,—the sultry days and hot, uncomfortable nights.

Out here amid the titanic splendor of the Rockies you can find a quiet retreat . . . a haven of rest where you can loaf in blessed ease, blow up your lungs with the upbuilding ozone of Colorado's high places, recover that lost appetite and replenish your store of precious energy that is so essential to the wearing game of modern business, and the endless round of social activities.

A thousand summer hotels, large and small, rustic lodges in flower-filled valleys, lovely inns at the shore of Alpine lakes—out here where days are clear, clean and sunny—and nights call for the rough friendliness of a blanket.



Horseback riding, trout fishing, golf, motoring, mountain climbing—your favorite outdoor pursuit in glorified form—in case you happen to feel like doing anything at all.

The two weeks vacationer, the worked-out worker gets more variety—more tonical "punch" in Colorado at a lower comparative cost than in any summer region within the scope of his or her vacation possibilities.

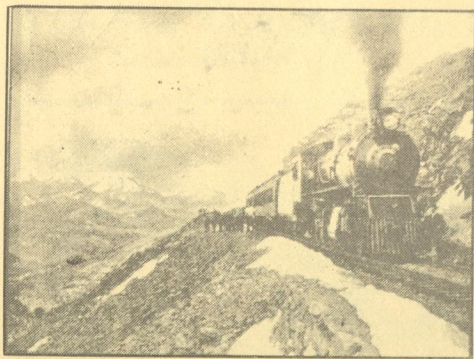
Colorado is near at hand. Burlington trains take you there in a day and night from Chicago or St. Louis, while the low round trip summer fares and the moderate prices for accommodations make the cost of a glorious vacation in the Rockies only a little more than for one spent around home.

Where to go, what to see and do . . . all explained in attractive illustrated travel literature that we will be glad to send to you . . . free for the asking.

A. COTSWORTH, Jr.
Passenger Traffic Manager
547 West Jackson Blvd. - CHICAGO

DENVER NORTHWESTERN & PACIFIC

"THE MOFFAT ROAD"



THE CREST OF THE CONTINENT

THE foregoing illustrates the arrival of one of the trains of this railway upon the Top of the Rockies about three hours after its departure from Denver. All around are but billows of majestic snow-covered mountain summits. The situation is of most inspiring grandeur, and its impressive memories will linger long with the tourist and pleasure seeker. The one-day scenic trip to ARROW and return, in surpassing interest, is doubtless without a peer in the wide world.

WILLIAM HARTMAN CO. - DENVER

Ready Reference Calendar

FOR

1916-Ticket Agents and Travelers-1916

JANUARY							JULY						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	-	1	2	3	4	5	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31	-	-	-	-	29	30	31	-	-	-	-

FEBRUARY							AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	-	1	2	3	4	5	-	-	1	2	3	4	5
6	7	8	9	10	11	12	6	7	8	9	10	11	12
13	14	15	16	17	18	19	13	14	15	16	17	18	19
20	21	22	23	24	25	26	20	21	22	23	24	25	26
27	28	29	-	-	-	-	27	28	29	30	31	-	-

MARCH							SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	-	1	2	3	4	5	-	-	1	2	3	4	5
6	7	8	9	10	11	12	6	7	8	9	10	11	12
13	14	15	16	17	18	19	13	14	15	16	17	18	19
20	21	22	23	24	25	26	20	21	22	23	24	25	26
27	28	29	30	31	-	-	27	28	29	30	31	-	-

APRIL							OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	-	1	2	3	4	5	-	-	1	2	3	4	5
6	7	8	9	10	11	12	6	7	8	9	10	11	12
13	14	15	16	17	18	19	13	14	15	16	17	18	19
20	21	22	23	24	25	26	20	21	22	23	24	25	26
27	28	29	30	31	-	-	27	28	29	30	31	-	-

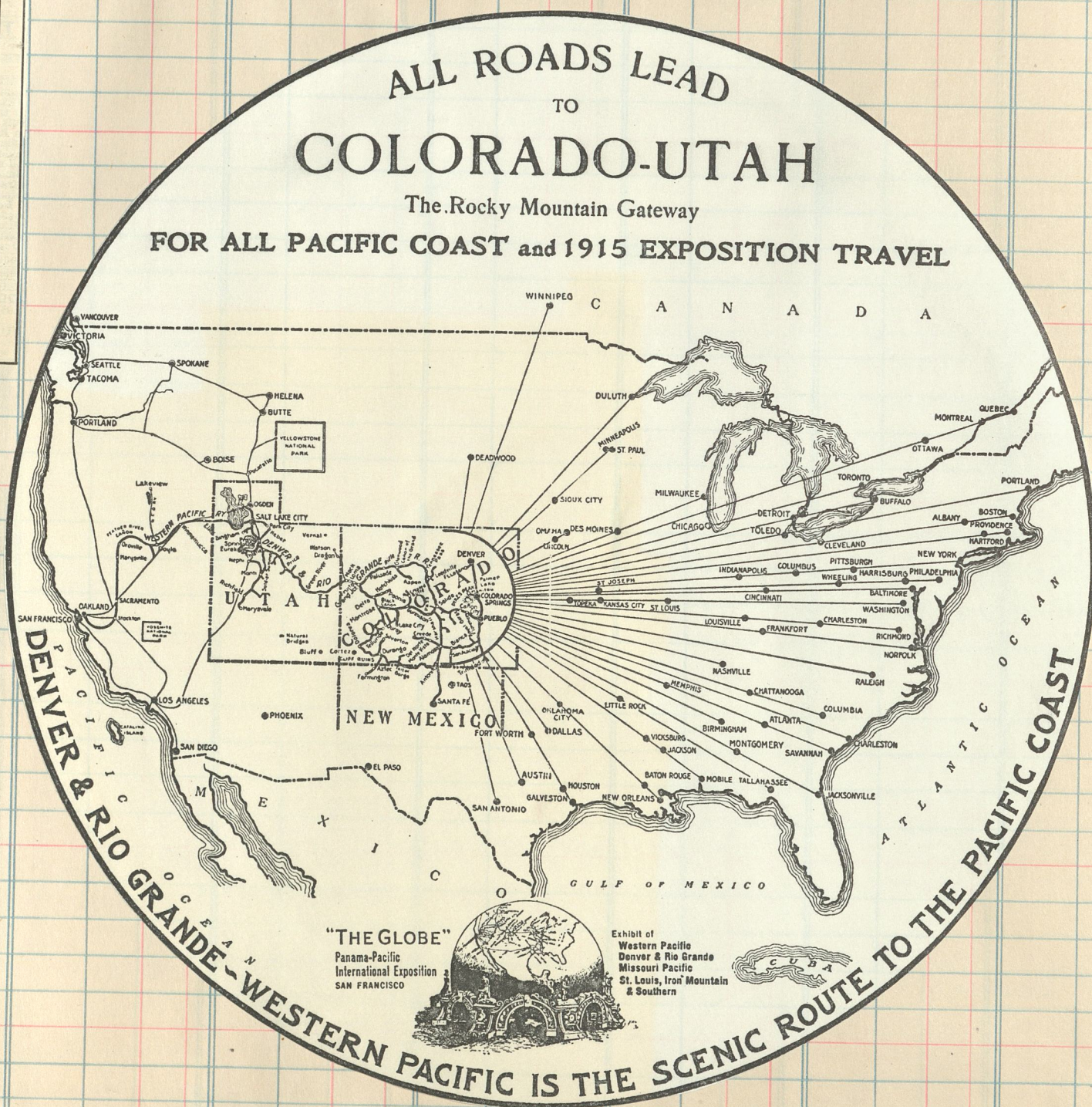
MAY							NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	1	2	3	4	5	6	-	-	1	2	3	4	5
7	8	9	10	11	12	13	7	8	9	10	11	12	13
14	15	16	17	18	19	20	14	15	16	17	18	19	20
21	22	23	24	25	26	27	21	22	23	24	25	26	27
28	29	30	31	-	-	-	28	29	30	31	-	-	-

JUNE							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
-	-	-	-	1	2	3	-	-	-	-	1	2	3
4	5	6	7	8	9	10	4	5	6	7	8	9	10
11	12	13	14	15	16	17	11	12	13	14	15	16	17
18	19	20	21	22	23	24	18	19	20	21	22	23	24
25	26	27	28	29	30	31	25	26	27	28	29	30	31

Special Round-Trip Homeseekers' Fares are in effect the first and third Tuesdays of each month, during the year 1916, from Eastern Points to destinations in Colorado, New Mexico, Utah and Nevada.



"Going Up the Ladder" on the D. & S. L. Fogg



TIME TABLES

FRISCO
LINES

THROUGH THE STATES OF

MISSOURI
KANSAS
ARKANSAS
OKLAHOMA
TEXAS
TENNESSEE
MISSISSIPPI
ALABAMA

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
--------	------	------	-------------	------	----------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------	-----------	------	--------



"Let us beseech the National Legislature to build the great road upon the great national line which unites Europe and Asia—the line which will find on our own continent the Bay of San Francisco at one end and St. Louis in the middle and the national metropolis—at the other."

Thomas H. Benton

The Romance of Western Trails

Thomas Hart Benton, favorite son of the far-western frontier of 1820, was elevated to the Senate when stern men fought as strong, two-listed citizens. They valued personal prowess, respecting no man who did not possess the strongest capacity for self-reliance, and prized above all—courage, loyalty, truth and patriotism.

Out of this frontier during the St. Louis Railroad Convention of October, 1849, came the loud and passionate cry of true Americans—"Senator Benton! We want Benton!" Benton's intense Americanism, his pride and confidence in his country and in her unlimited capacity for growth had gifted him with the power to look much further into the future than his colleagues.

By January of 1850 a mere scrap of paper bore witness to financial backing for a railroad chartered to build from St. Louis west—the road, then known as the Pacific Railroad, which ran the first train west of the Mississippi.

From this moment forward, a hardy frontier people with indomitable will, extended tentacles of railroad in all directions. Soon followed an influx of settlers and the birth of innumerable cities and towns. Prairies and forests gave way to farms and ranches. Agricultural, business and industrial growth of the new west sprung from these railroads.

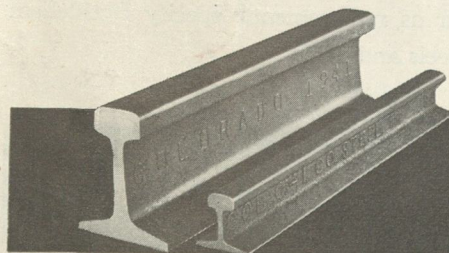
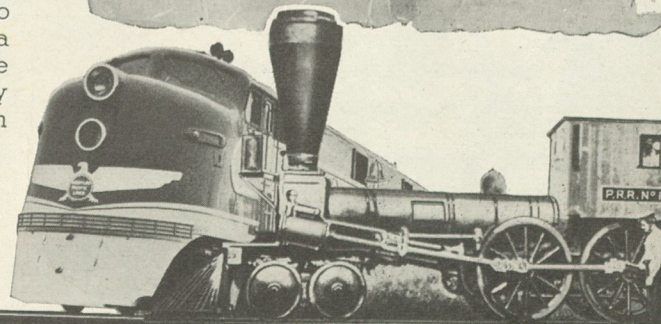
The Missouri Pacific System Lines today comprise one of the largest railroad systems in the United States, vital to the regions they serve and destined to a vigorous and stable future under the direction of a splendid and able group of leaders—a worthy tribute to the builders, the finest of our race, a stern, hardy people characterized by the frontier lives they led in the West.



The undersigned subscribers hereby agree that we have the books for the Pacific Rail Road, as authorized by act of the Missouri Legislature of 18th March 1849, and will subscribe and take the shares of shares, of the said railroad, as follows:

James Adams	500 shares
J. O. Taylor	500 shares
Dan'l D. Rice	500 shares
Thos. Coffey	100 shares
W. E. H. H. H.	100 "
J. E. H. H.	100 "
J. B. H. H.	100 "
Geo. C. H. H.	100 "
Alfred H. H.	100 "
Stephen H. H.	100 "

Original Subscription for building the Missouri Pacific R.R.



The Colorado Fuel and Iron Corporation

General Offices: Denver, Colorado

Steel Works: Pueblo, Colorado

ONE OF A SERIES OF ADVERTISEMENTS FEATURING MAJOR RAILROADS OF THE WEST
Railway Age December 27, 1941

Total

Error

DATE

t "

DATE

Total

Working Fund

to be Accounted for

to Agent

Signature

next Seller

seller's Signature

accounted for



DENVER & RIO GRANDE WESTERN RAILROAD

THRU THE ROCKIES - NOT AROUND THEM

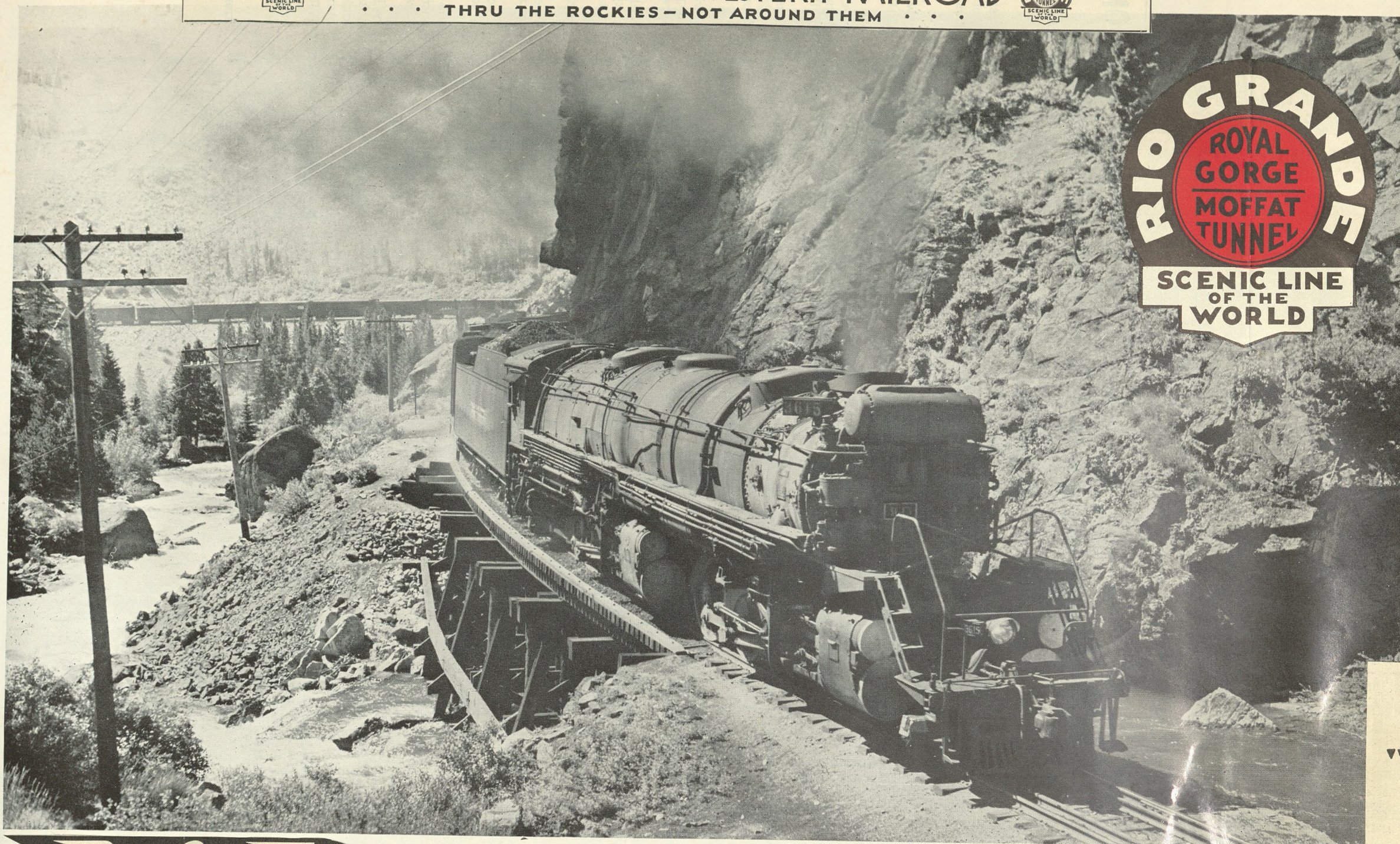


5

Cls. No. Sold

Amount Cts. No. Sold Amount

STANDARD
GAUGE
SECTION



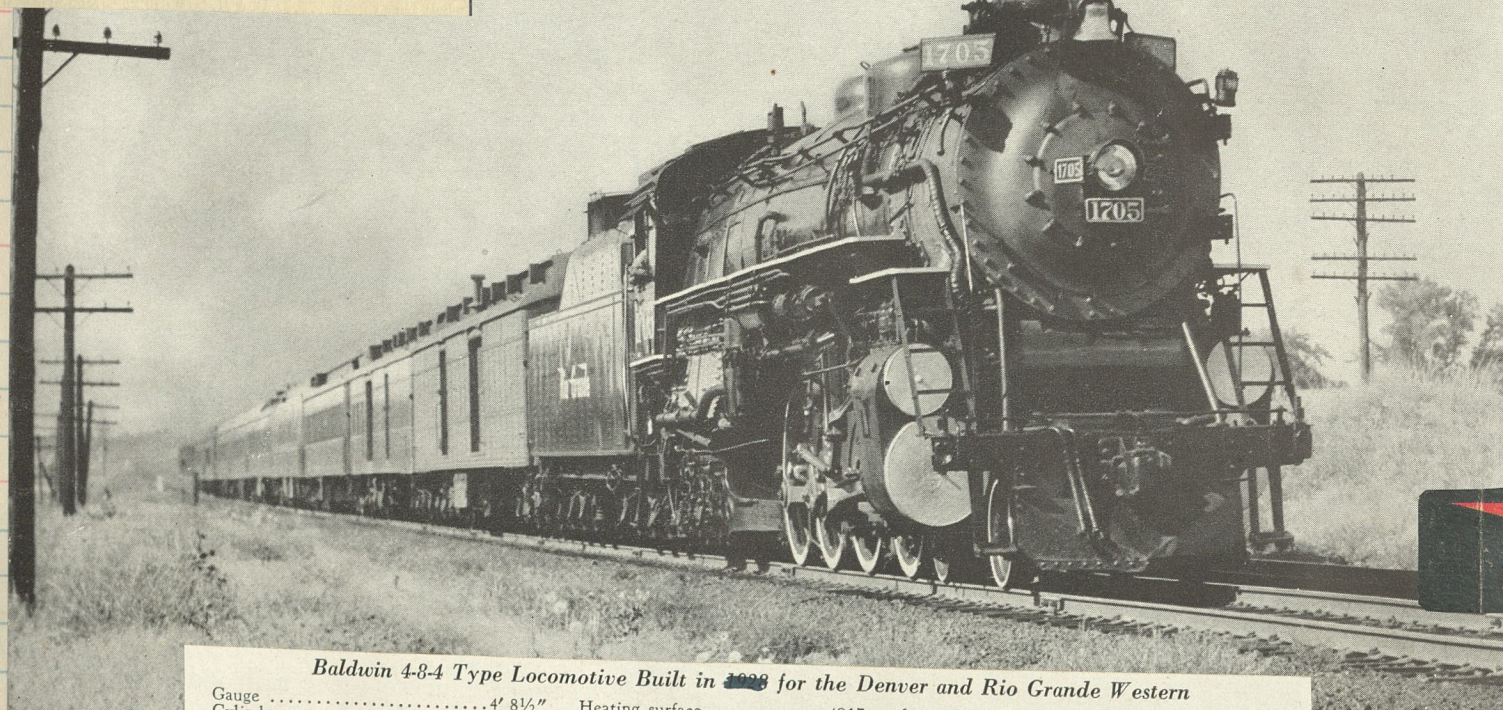
Rio Grande

Train No. 3

LOUNGE CAR (Air-Conditioned) Denver to St. Louis, via Pueblo and Mo. Pac. No. 12.
STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) (daily) Denver to St. Louis via Pueblo and Mo. Pac. No. 12.
STANDARD SLEEPER (12 Sections, 1 Drawing Room) (Air-Conditioned) (daily) Denver to New Orleans via Pueblo and Mo. Pac. Nos. 12, 412, 125, 121.
TOURIST SLEEPER (16 Sections) (Air-Conditioned) (daily) San Francisco to Kansas City (No. 6 to Denver) via Pueblo and Mo. Pac. No. 12.
DINING CAR (Air-Conditioned) Denver to St. Louis via Pueblo and Mo. Pac. No. 12 (Service a la carte and table d'hôte).
CHAIR CAR (Air-Conditioned), Denver to St. Louis.

Nine car consist of #3 near Littleton, Colo.

With her exhaust a deafening roar the 3615, a big 2-8-8-2, drags her tonnage up the Front Range thru South Boulder Canyon over trackage of the Moffat Road. The 3615 was one of ten [3610-3619] Class L-132 delivered by Schenectady in 1930. Rocky Mountain railroading from the lens of Dick Kindig

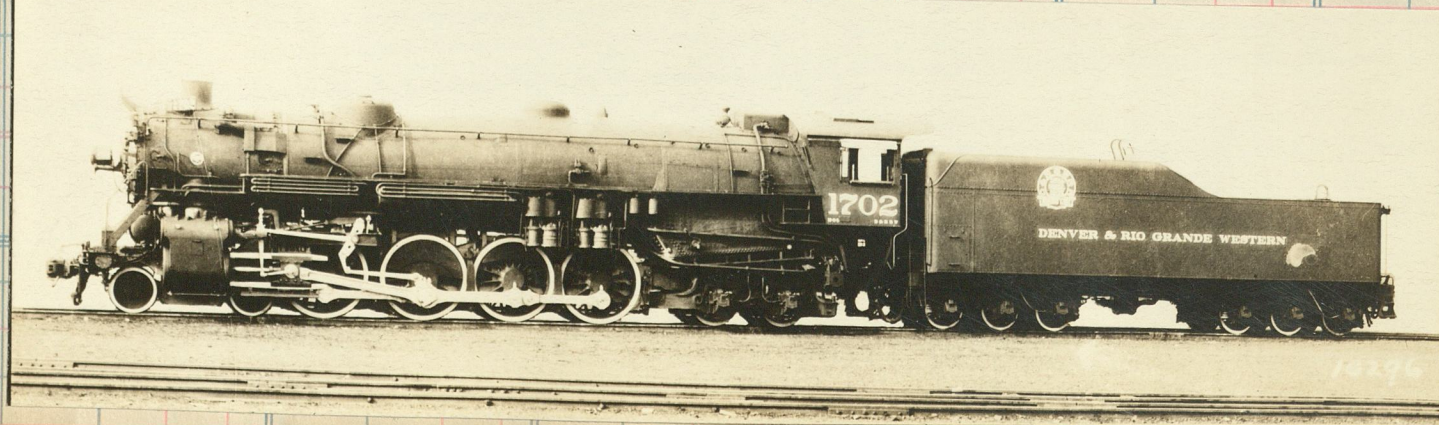


Baldwin 4-8-4 Type Locomotive Built in 1929 for the Denver and Rio Grande Western

Gauge	4' 8 1/2"	Heating surface	4917 sq. ft.	Weight on drivers	252,000 lb.
Cylinders	27" x 30"	Superheating surface	2229 sq. ft.	Weight total engine	408,500 lb.
Steam pressure	240 lb.	Grate area	88 sq. ft.	Tender tank cap.	14,000 U. S. gal.
Drivers, diam.	70"	Tractive force	63,700 lb.	Tender fuel cap.	20 tons



In 1929 Baldwin delivered the Rio Grande's initial 4-8-4's, 14 engines nosed 1700-1713. Class M-64

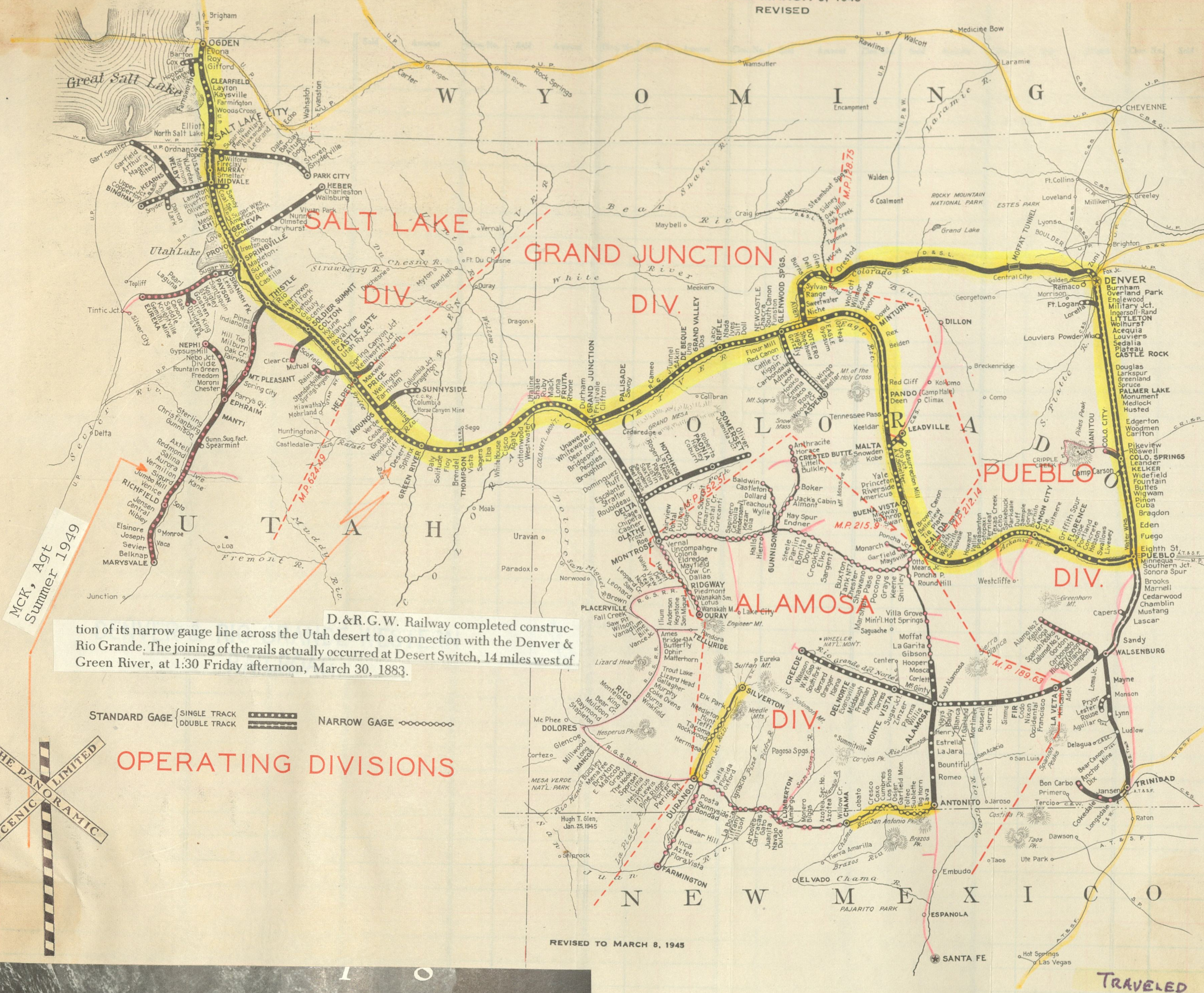


IN COLORADO

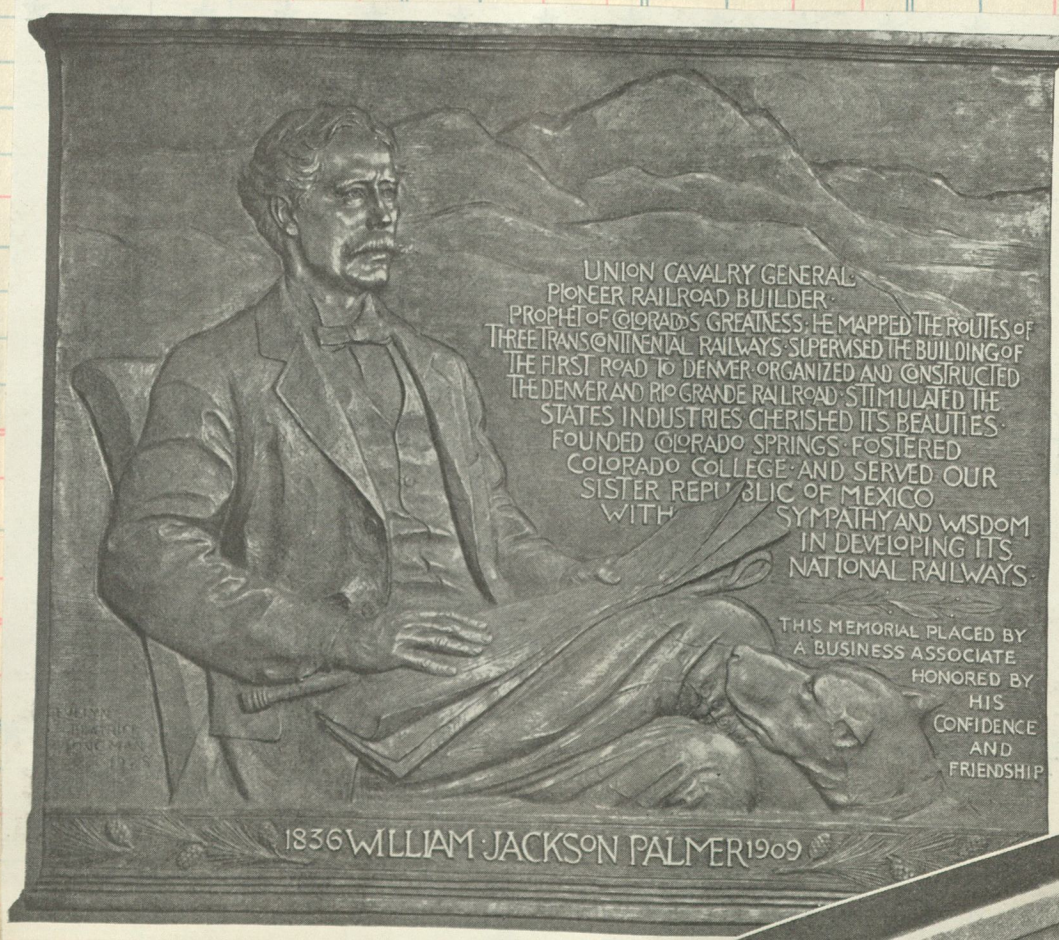
100,000 square miles contain 155 mountain peaks that are over 13,000 feet high. That is ten times as many as all Europe holds.



Mt. Sopris - Glenwood Springs Region, Colorado



THE SCENIC LIMITED OF THE DENVER & RIO GRANDE WESTERN PASSING THROUGH ROYAL GORGE.



Rio Grande

THRU THE ROCKIES
NOT AROUND THEM

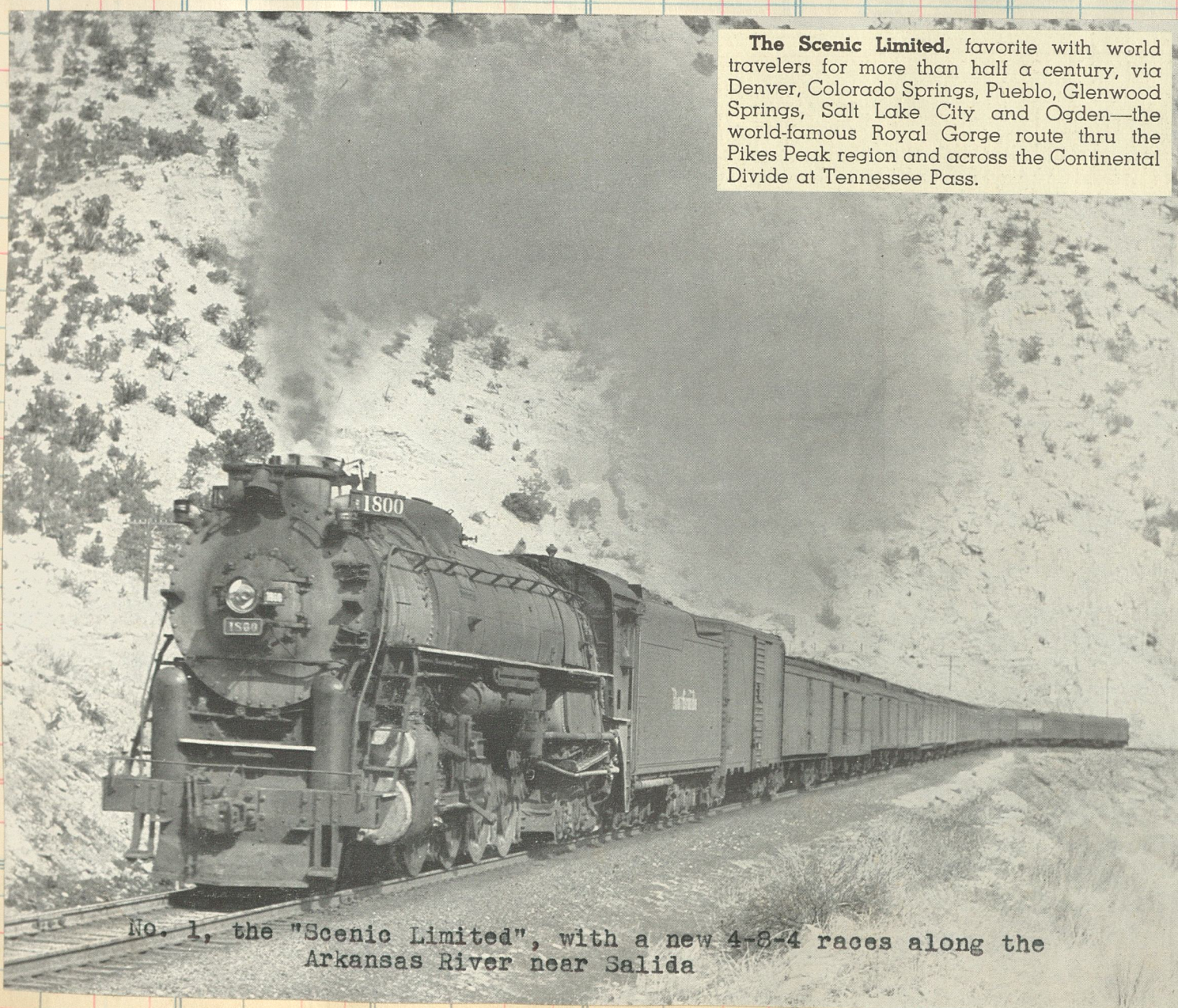
Rio Grande

THRU THE ROCKIES
NOT AROUND THEM

TWO GREAT ROUTES
... THREE GREAT TRAINS
Daylight Thru Scenic Colorado

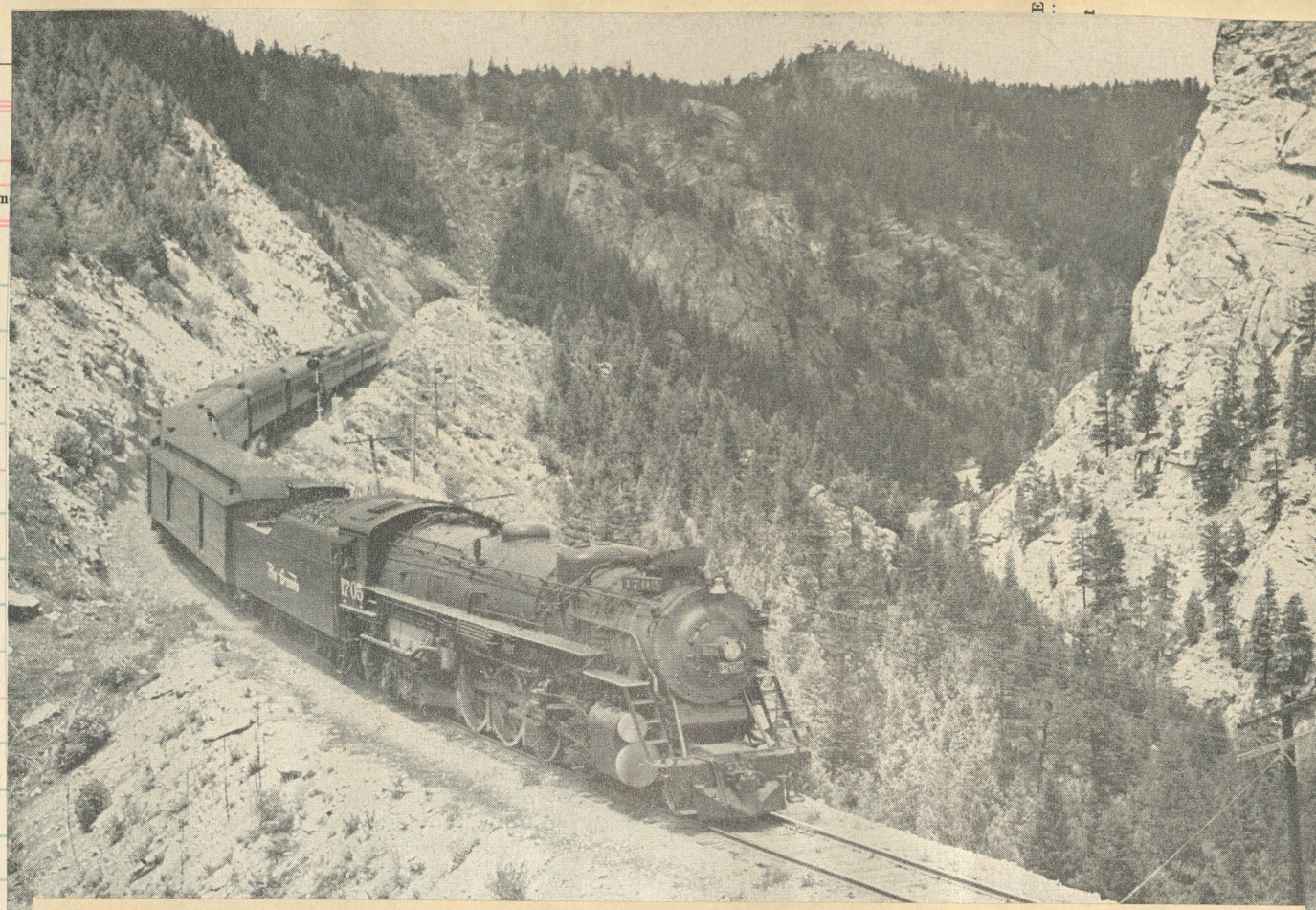


DENVER & RIO GRANDE WESTERN RAILROAD DENVER & RIO GRANDE WESTERN RAILROAD

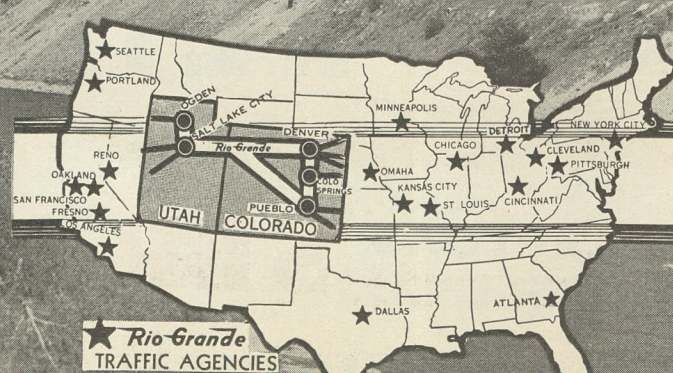
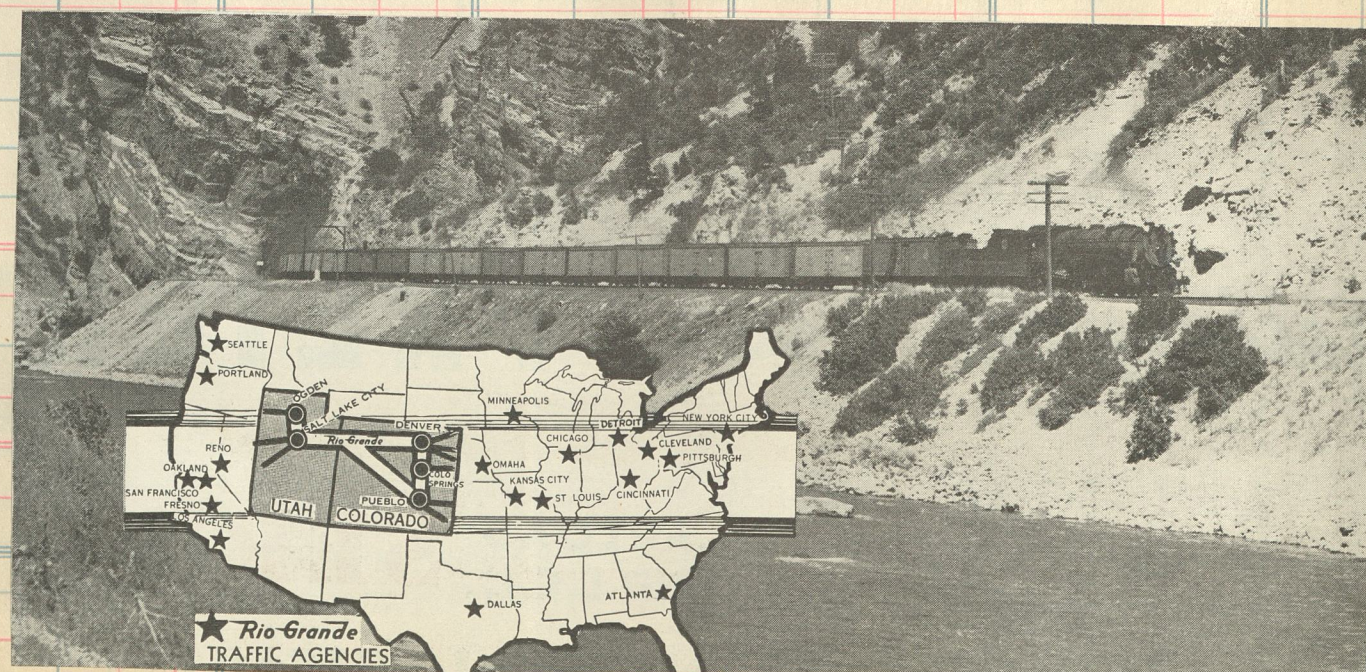


No. 1, the "Scenic Limited", with a new 4-8-4 races along the Arkansas River near Salida

The **Scenic Limited**, favorite with world travelers for more than half a century, via Denver, Colorado Springs, Pueblo, Glenwood Springs, Salt Lake City and Ogden—the world-famous Royal Gorge route thru the Pikes Peak region and across the Continental Divide at Tennessee Pass.



The 1705 keeps a tight rein on the Exposition Flyer dropping down the hill east of Moffat Tunnel.



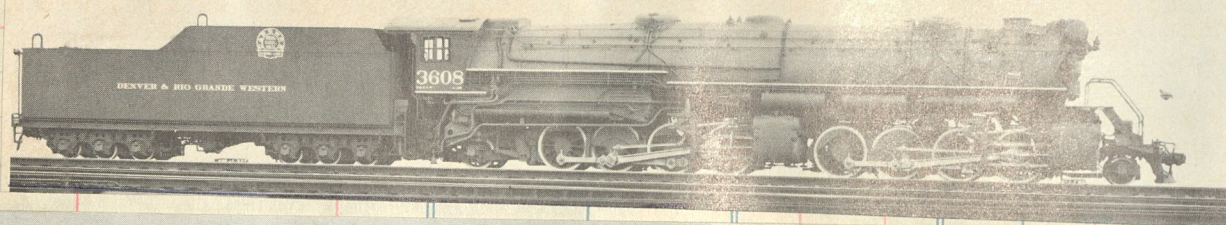
Action at Pando! The head shack is seen coming out of the cab of the 3607 (2-8-8-2) in order to reach the pilot and make a run for the gate so that they can head in without stopping on the hill. A pusher, about 50 cars back, is the 3614. Reason for the move was to let the Scenic Limited by.



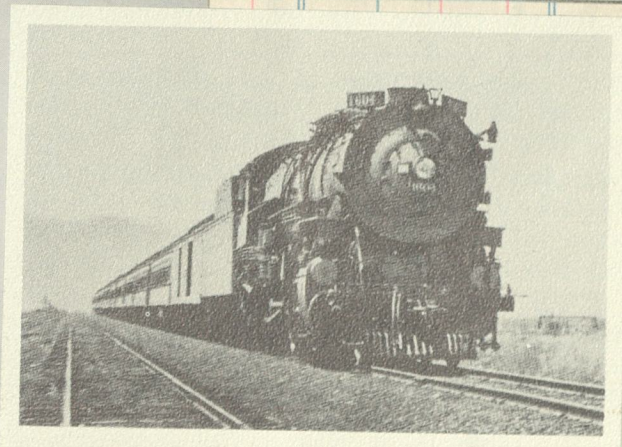
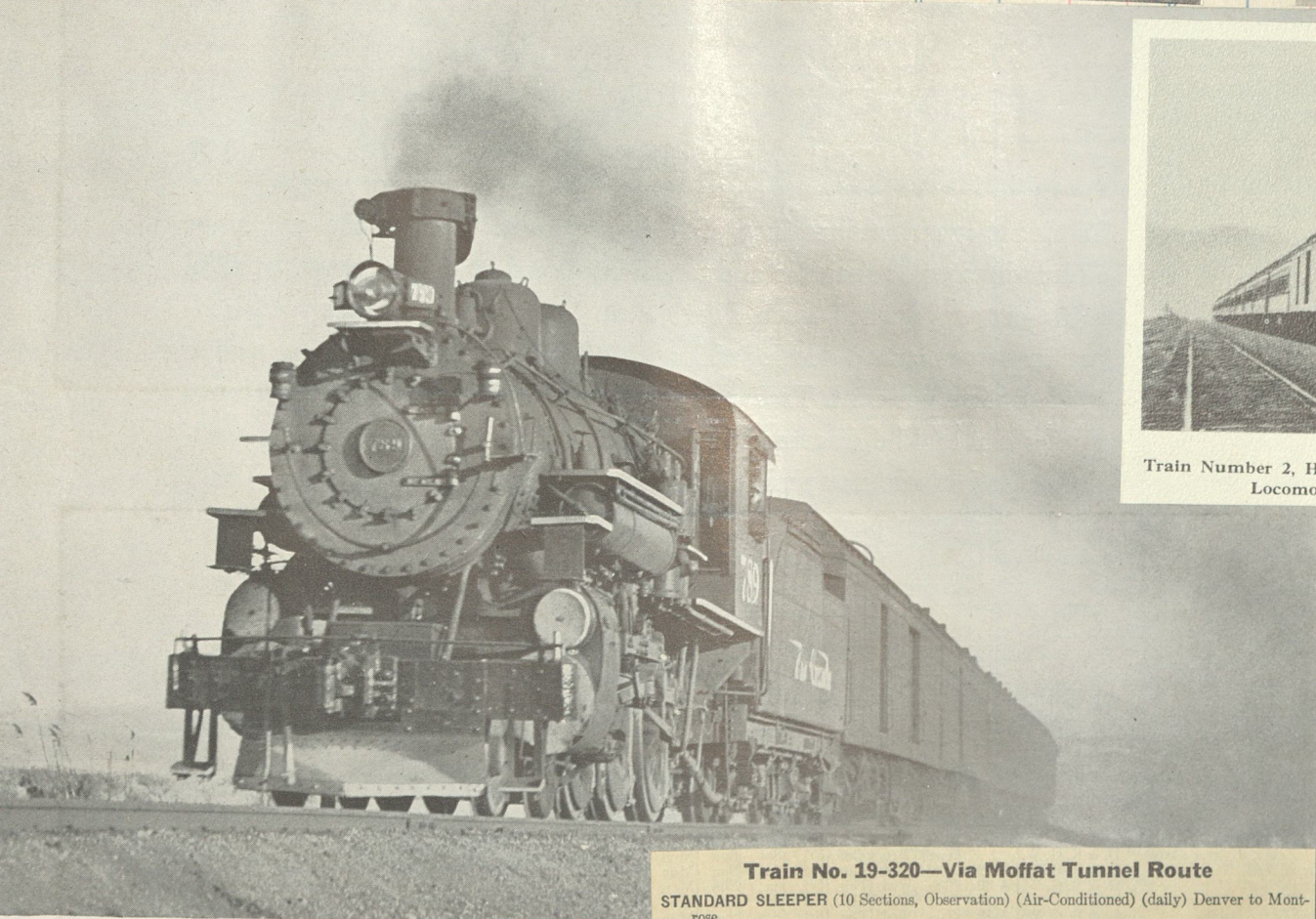
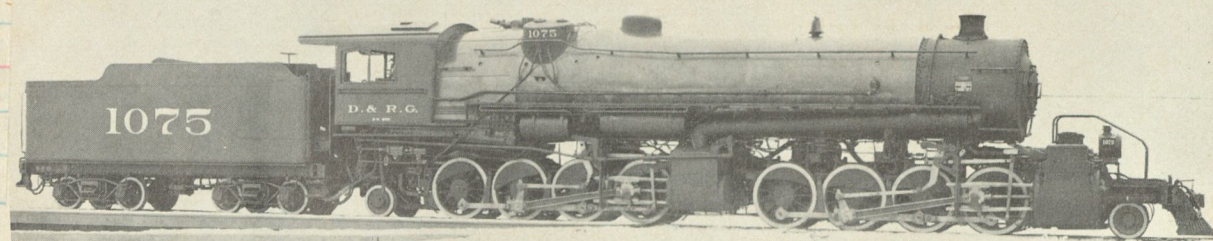
↓The smoke deflector and air reservoirs atop the boiler of this old Denver & Rio Grande Western 2-8-8-2 Mallet compound lend a clue to the 2 per cent grades that lie ahead of her boiler-tube pilot. Climbing toward the Moffat Tunnel, No. 3409 has passed Arena and is circling reverse curves toward Plain. Track was originally Denver & Salt Lake.

Amount

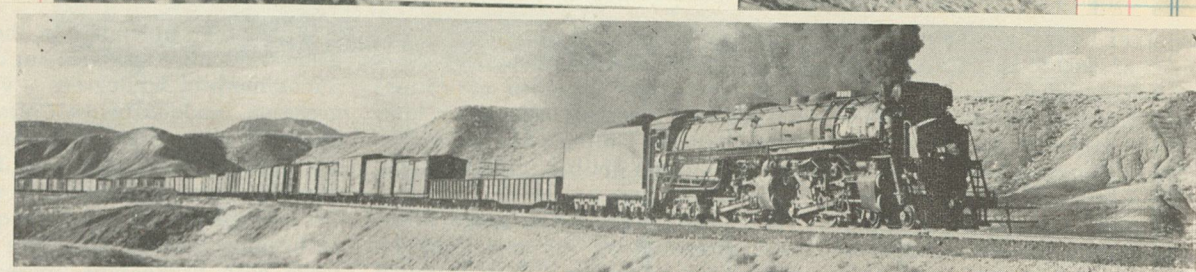
3600-3609 Class L-131 c/n 67328 Brooks 1927



1060-1075 c/n 52053 Renoed 3415 Schen 1913 class L-96



Train Number 2, Hauled by a Three-cylinder Mountain Type Locomotive, at Full Speed near Salida



J. W. Maxwell

Train No. 19-320—Via Moffat Tunnel Route
STANDARD SLEEPER (10 Sections, Observation) (Air-Conditioned) (daily) Denver to Montrose.
STANDARD SLEEPER (16 Sections) (Air-Conditioned) (daily) Denver to Grand Junction.
COACH (Air-Conditioned) Denver to Montrose.

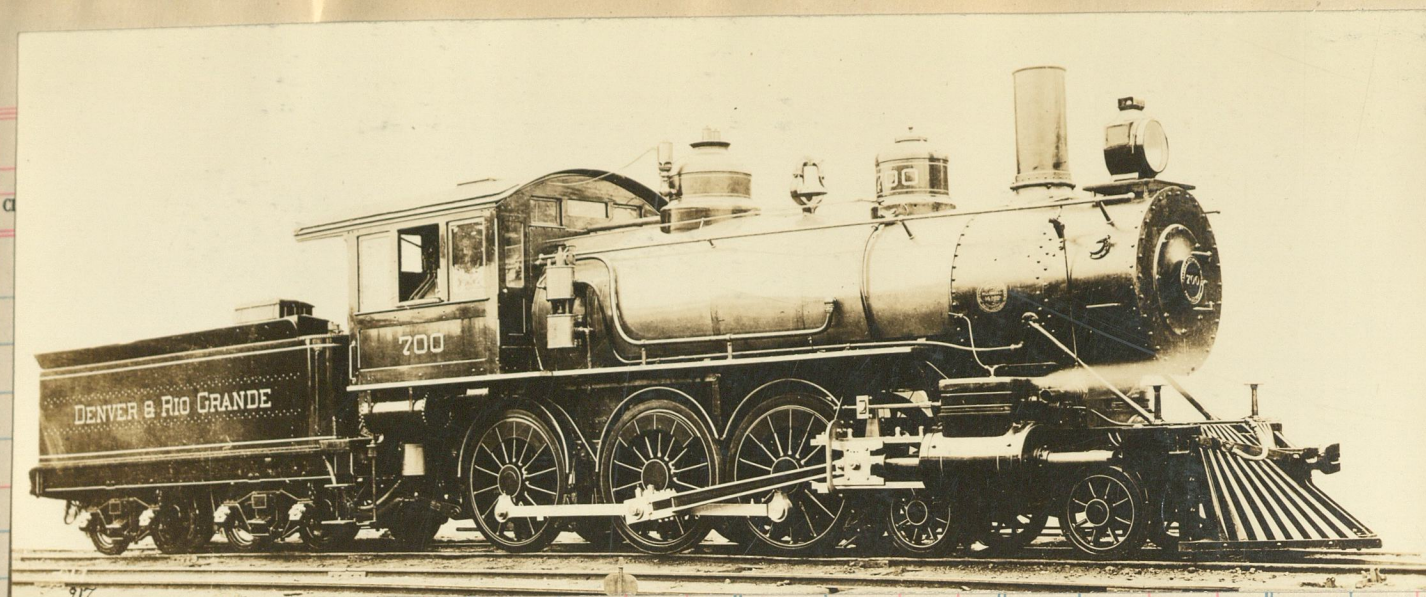
FOR A MOUNTAIN RUN: THE MOUNTAINEER

The daily overnight run between Denver and Montrose, Colorado, on the standard-gage iron of the D. & R. G. W. by way of the Moffat Tunnel and Grand Junction is made by a sleek little coach and Pullman flyer called the Mountaineer. Assigned to the run are a pair of trim ten-wheelers of speedy design with more attention to paint and polish than most engines get. Here is one of them clipping off a good sixty a few miles north of Montrose.



MOUNT PRINCETON.

The towering peaks of the Sawatch or Collegiate Range dominate the upper valley of the Arkansas. This view of Mount Princeton shows the three great spurs on the east side with enormous glacial cirques between them. It was taken from the Trout Creek road and includes the lower end of Buena Vista on the right. Photo-graph furnished by the Denver & Rio Grande Western Railroad.



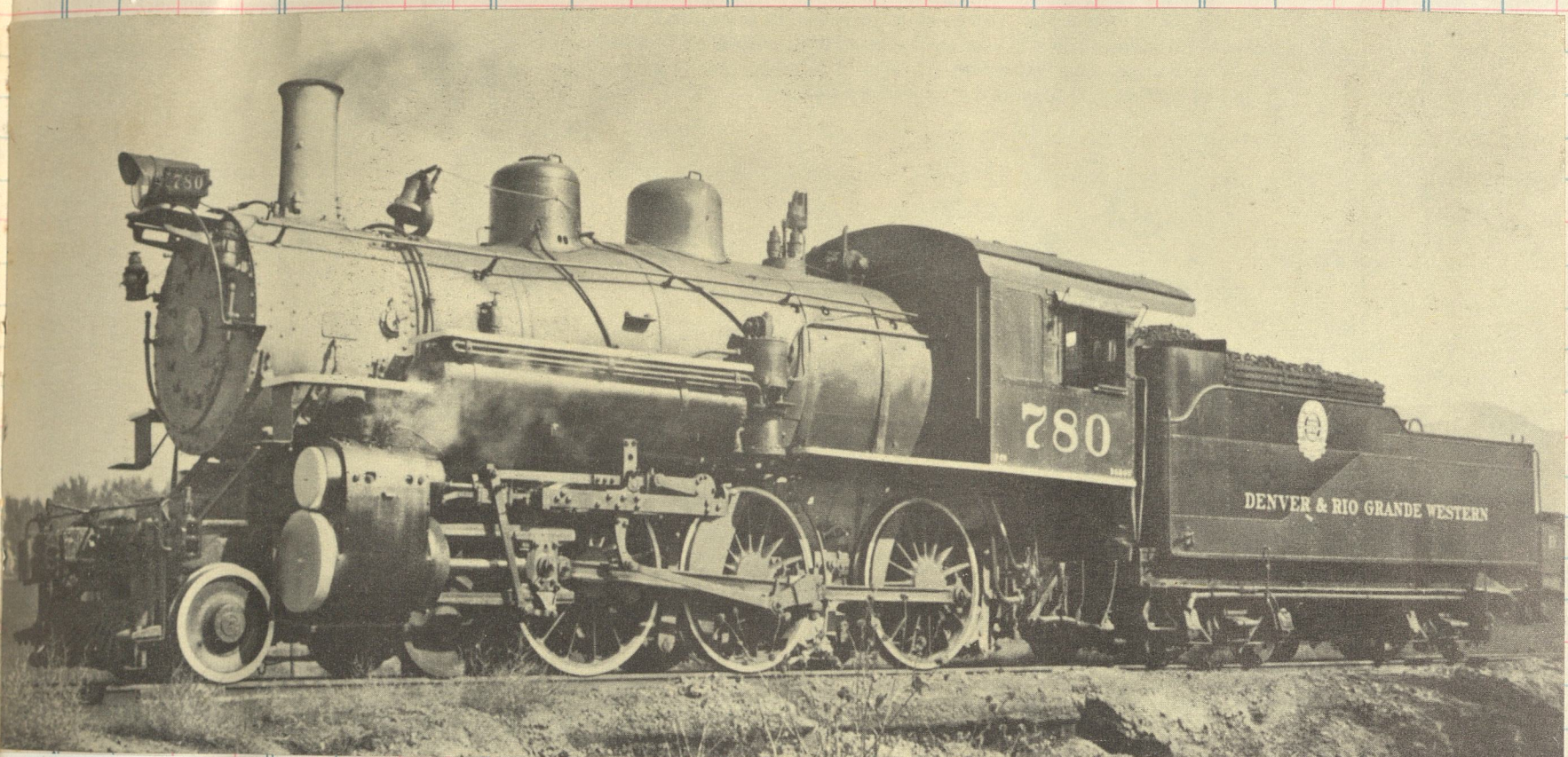
Ten wheeler #700, later #540, came from Baldwin in 1896 c/n 14989



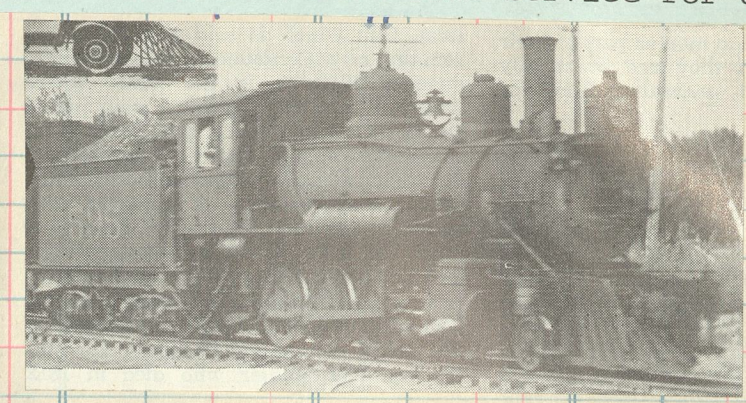
Class T-29

Anco 1908

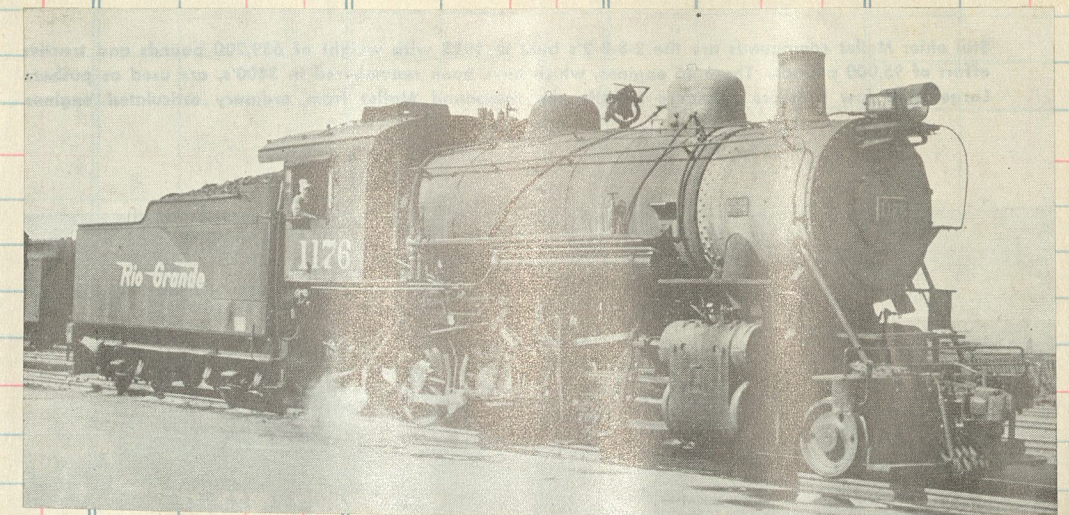
In 1908 Brooks delivered the initial group of T-29 class Ten wheelers noed 760-774 and remained in main line service for over a decade.



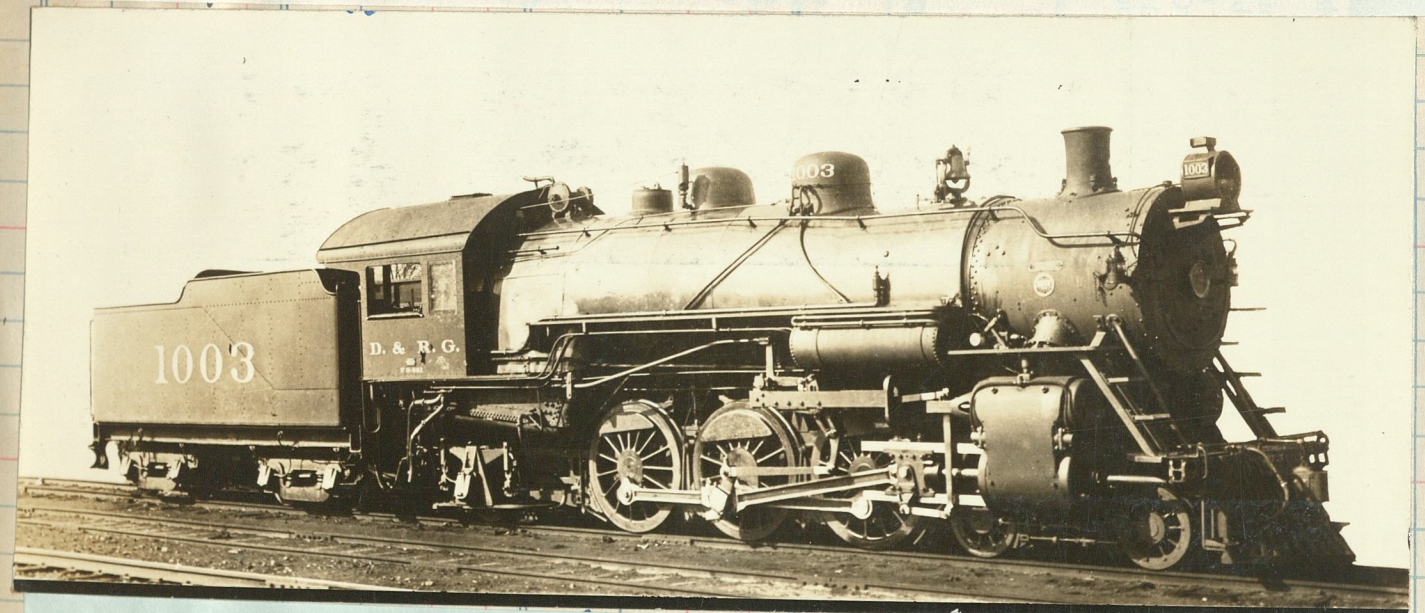
The second group of the T-29 class covered nineteen engines noed 775-793. Built by Brooks 1909 This shot of the 780 taken about 1935, c/n 46416



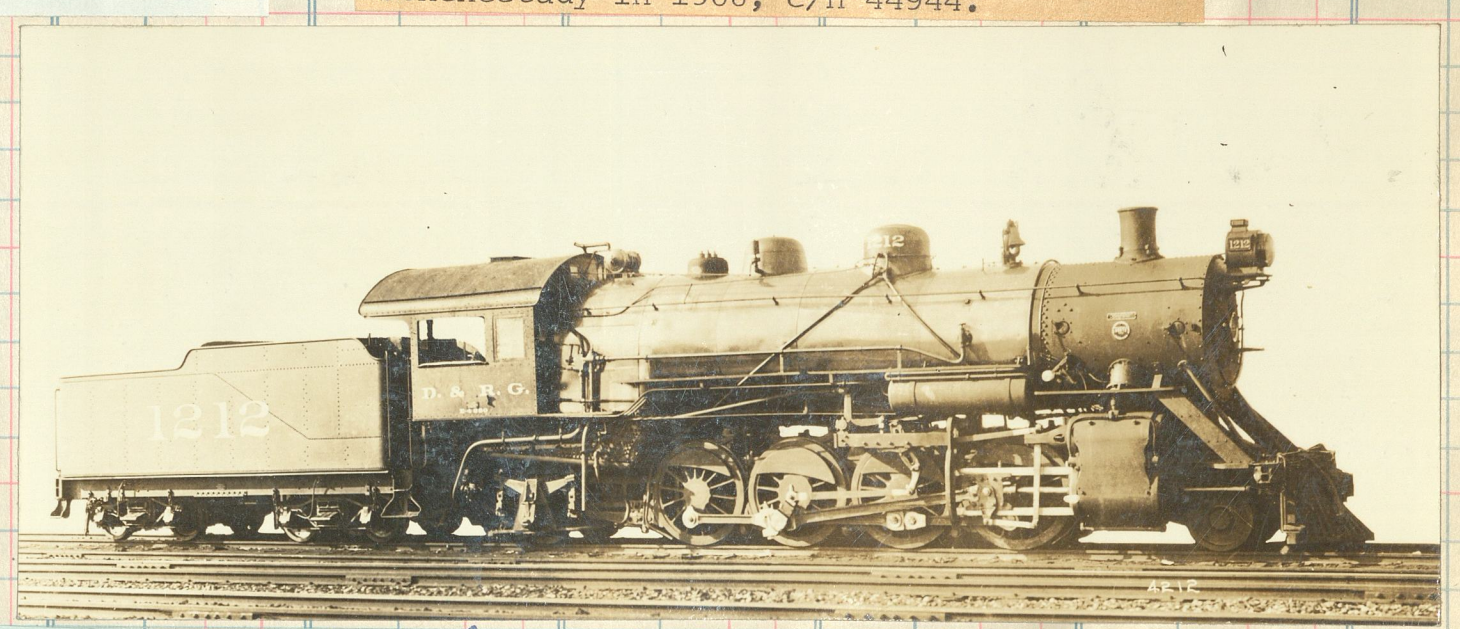
No. 595, a 2-8-0 that came from Baldwin in 1890. c/n 11252



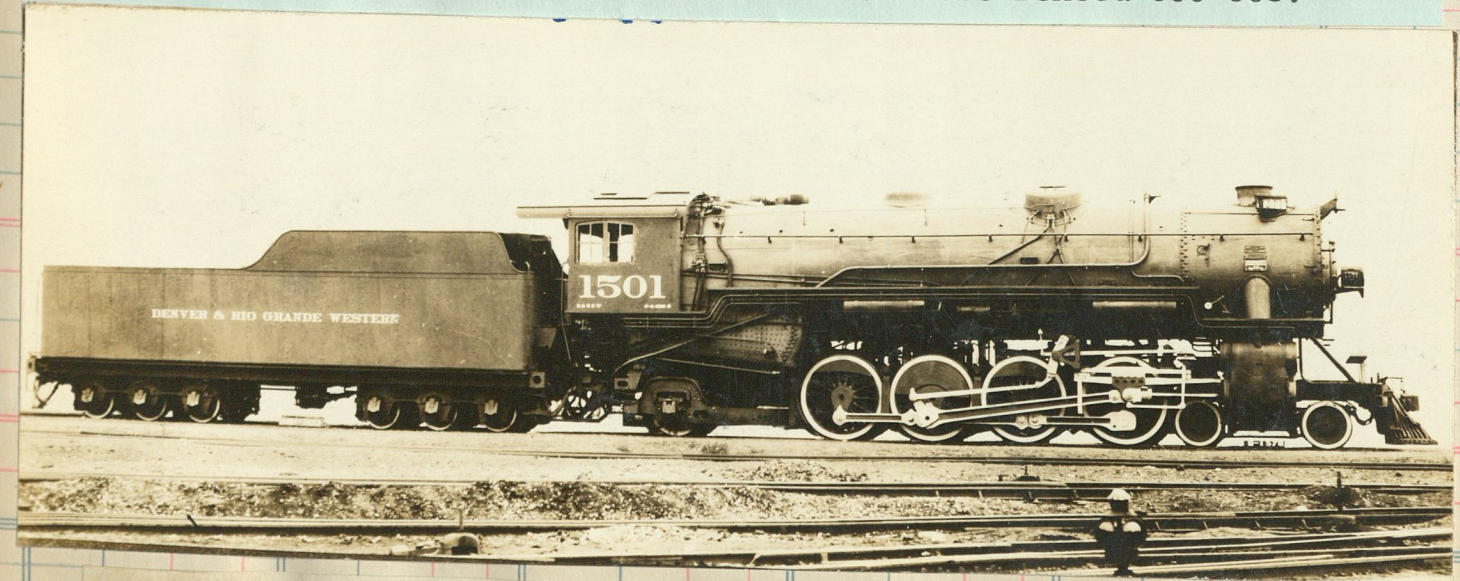
One of the sixty seven 2-8-0's that made up the C-48 class. The 1176 was built by Schenectady in 1908, c/n 44944.



The only Pacifics to work the Rio Grande were six (1001-1006) built by Baldwin in 1913, c/n's 39144-49. Were renoed 800-805.

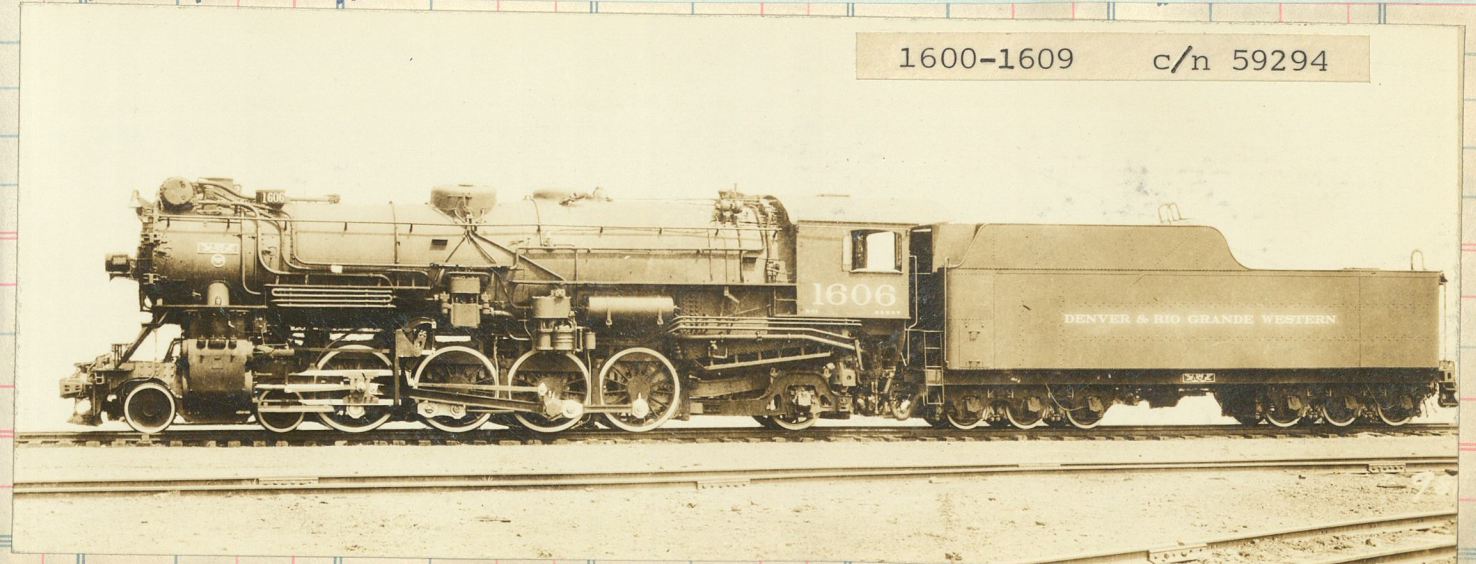


In 1912 Baldwin shipped in fourteen Mikes noed 1200-1213. These were the only s.g. 2-8-2's to be on the roster. The 1212 had c/n 38872.



Total weight of Engine, 377,000 pounds; Weight on Driving Wheels, 257,500 pounds; Diameter of Driving Wheels, 63 inches; Boiler Pressure 210 pounds; Cylinders, 28 x 30 inches; Maximum Tractive Power, 66,600 pounds.

Ten big 4-8-2's, noed 1501-1510, supplied by Brooks 1922 c/n 63307



1600-1609 c/n 59294

Three-Cylinder Mountain Type Locomotive Built by The Baldwin Locomotive Works for the Denver and Rio Grande Western in 1926

Gauge	4' 8 1/2"	Heating surface	5093 sq. ft.	Weight on drivers	290,530 lb.
Cylinders (3)	25" x 30"	Superheating surface	1495 sq. ft.	Weight, total engine	419,310 lb.
Steam pressure	210 lb.	Grate area	95 sq. ft.	Tender tank cap	15,000 U. S. gal.
Drivers, diam.	67"	Tractive force	75,000 lb.	Tender fuel cap	25 tons



The Exposition Flyer, thru train between Chicago and San Francisco, via Denver, Glenwood Springs and Salt Lake City—the Moffat Tunnel Scenic Shortcut thru brilliant canyons of the Colorado River.

Lucius Beebe

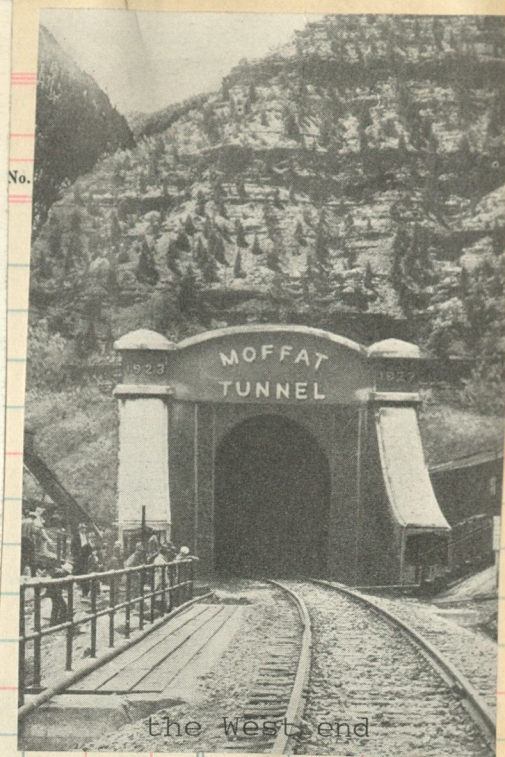
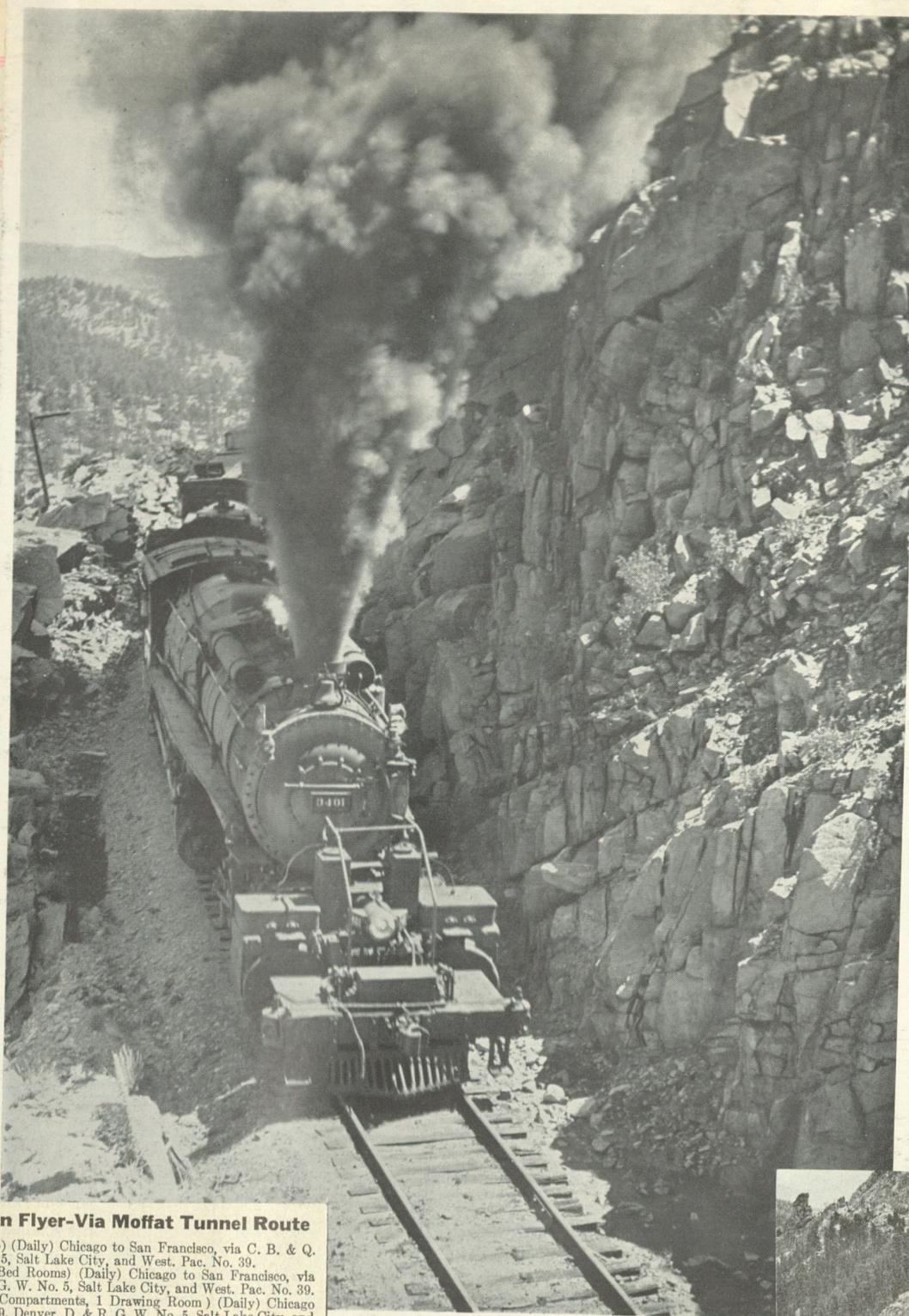
FIRST NO. 5, THE EXPOSITION FLYER

Between Leyden, Colorado, and Tunnel No. 1 above Coal Creek on the east approach to the Moffat Tunnel the tracks of the Denver & Salt Lake describe an amazing series of convolutions to gain altitude in their attack upon the Ramparts of the Rockies. In a space of a few miles the iron describes three almost complete circles before it achieves the brief tangent between Tunnel No. 1 and Plainview. Here the Denver & Rio Grande Western, which has trackage rights over the D. & S. L. as far as Bond, sends its Exposition Flyer double-headed on the overnight run between Denver and Salt Lake with green flags flying to indicate the presence behind it of another section operating as Second No. 5.

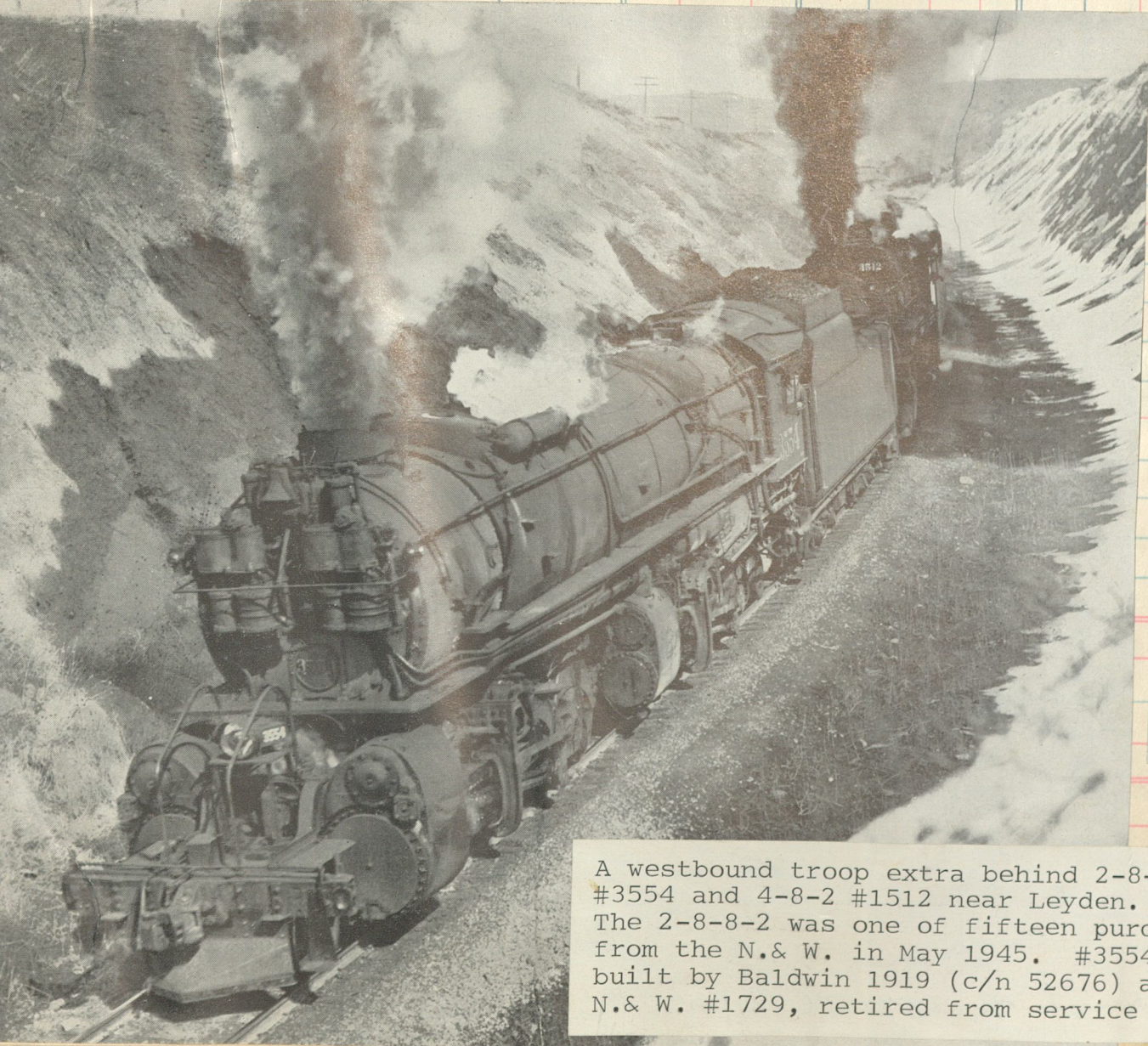
Train No. 5-The Exposition Flyer-Via Moffat Tunnel Route

- *LOUNGE OBSERVATION CAR (Radio) (Daily) Chicago to San Francisco, via C. B. & Q. No. 39, Denver, D. & R. G. W. No. 5, Salt Lake City, and West. Pac. No. 39.
- *STANDARD SLEEPER (8 Sections, 5 Bed Rooms) (Daily) Chicago to San Francisco, via C. B. & Q. No. 39, Denver, D. & R. G. W. No. 5, Salt Lake City, and West. Pac. No. 39.
- *STANDARD SLEEPER (8 Sections, 2 Compartments, 1 Drawing Room) (Daily) Chicago to San Francisco via C. B. & Q. No. 39, Denver, D. & R. G. W. No. 5, Salt Lake City, and West. Pac. No. 39.
- *STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Daily) St. Louis to San Francisco, via Mo. Pac. No. 11, Pueblo, D. & R. G. W. No. 4, Denver, D. & R. G. W. No. 5, Salt Lake City, and West. Pac. No. 39.
- *STANDARD SLEEPER (10 Sections, 1 Compartment, 1 Drawing Room) (Daily) St. Louis to San Francisco via C. B. & Q. No. 39 (General Pershing Zephyr, St. Louis to Lincoln), Denver, D. & R. G. W. No. 5, Salt Lake City and West. Pac. No. 39.
- *TOURIST SLEEPER (10 Sections) (Daily) Chicago to San Francisco, via C. B. & Q. No. 39, Denver, D. & R. G. W. No. 5, Salt Lake City and West. Pac. No. 39.
- *DINER (Service a la carte and table d'hôte) (All Meals). (Also Economy Meals).
- *CHAIR CAR (Daily) Chicago to San Francisco, via C. B. & Q. No. 39, Denver, D. & R. G. W. No. 5, Salt Lake City, and West. Pac. No. 39.
- *CHAIR CAR (Daily) St. Louis to Salt Lake City, via Mo. Pac. No. 11, Pueblo, D. & R. G. W. No. 4, Denver, D. & R. G. W. No. 5.

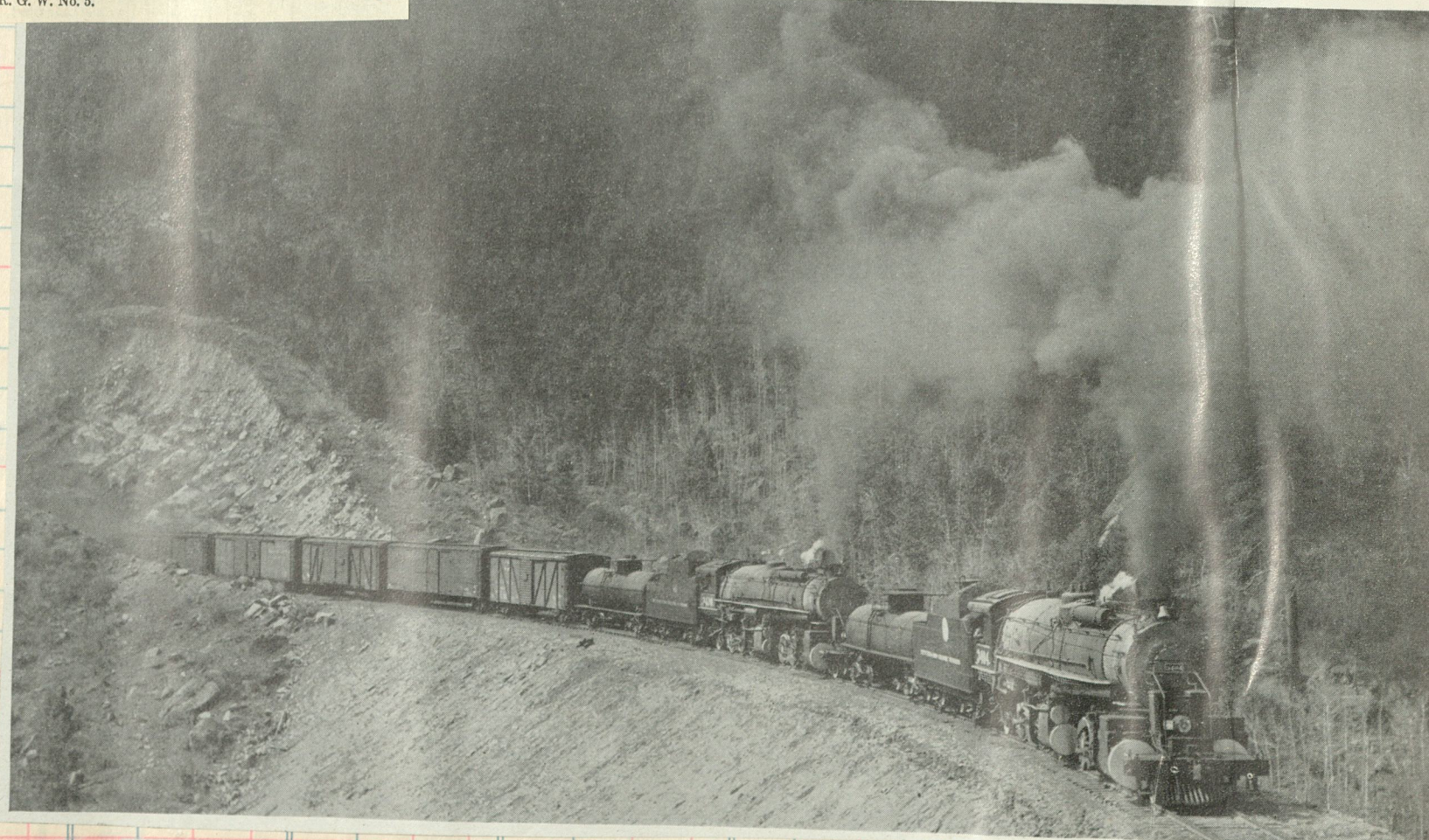
Hostess—Nurse.



the west end



A westbound troop extra behind 2-8-8-2 #3554 and 4-8-2 #1512 near Leyden. The 2-8-8-2 was one of fifteen purchased from the N. & W. in May 1945. #3554 was built by Baldwin 1919 (c/n 52676) as N. & W. #1729, retired from service 1949.



P. H. Kindig - U.S. Army

A pair of L-96 2-8-8-2's working up the hill near Plainview on the Moffat Tunnel line.



Richard Steinheimer.

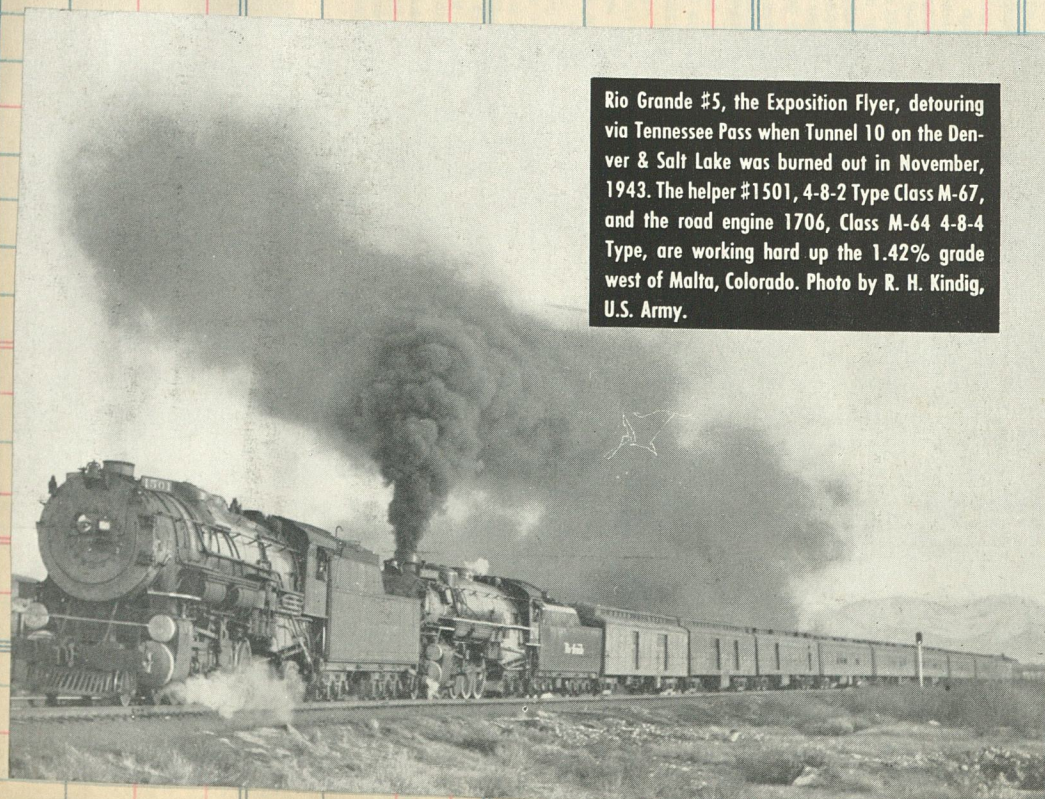
SPANISH FORK CANYON IN WINTER

34 December 1952

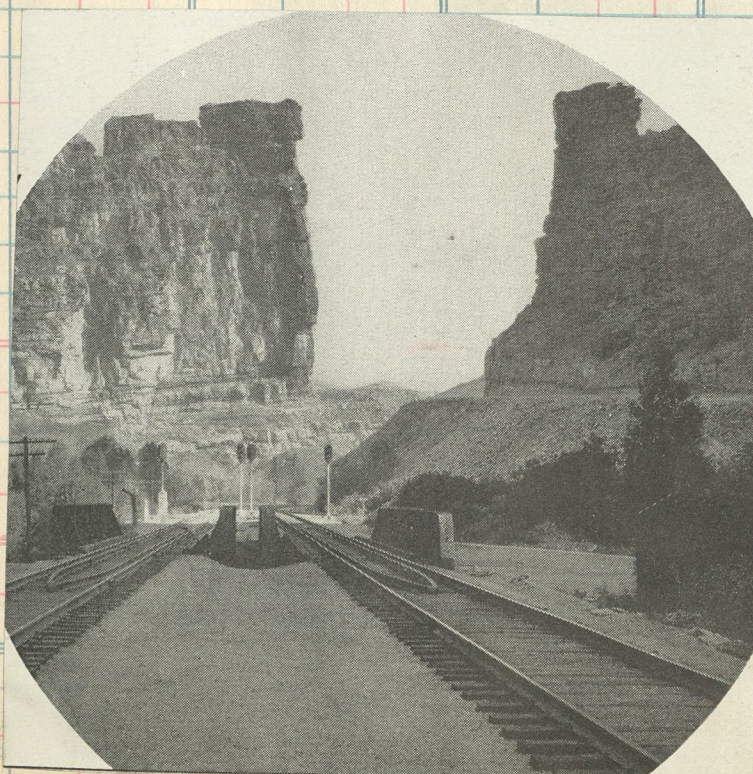
The temperature is a biting 5 below; the canyon is quiet under its blanket of clean white snow except for the bark of a Rio Grande freight climbing out of Thistle, Utah, toward Soldier Summit. The train is composed of empty coal cars; for in this season of white wonderlands

the movement of black coal over the western end of the Rio Grande is at its peak, and there is a constant movement of empties back to the mines. A half mile behind the straining road engine an articulated helper is shoving its share of the long train up the grade through the canyon.

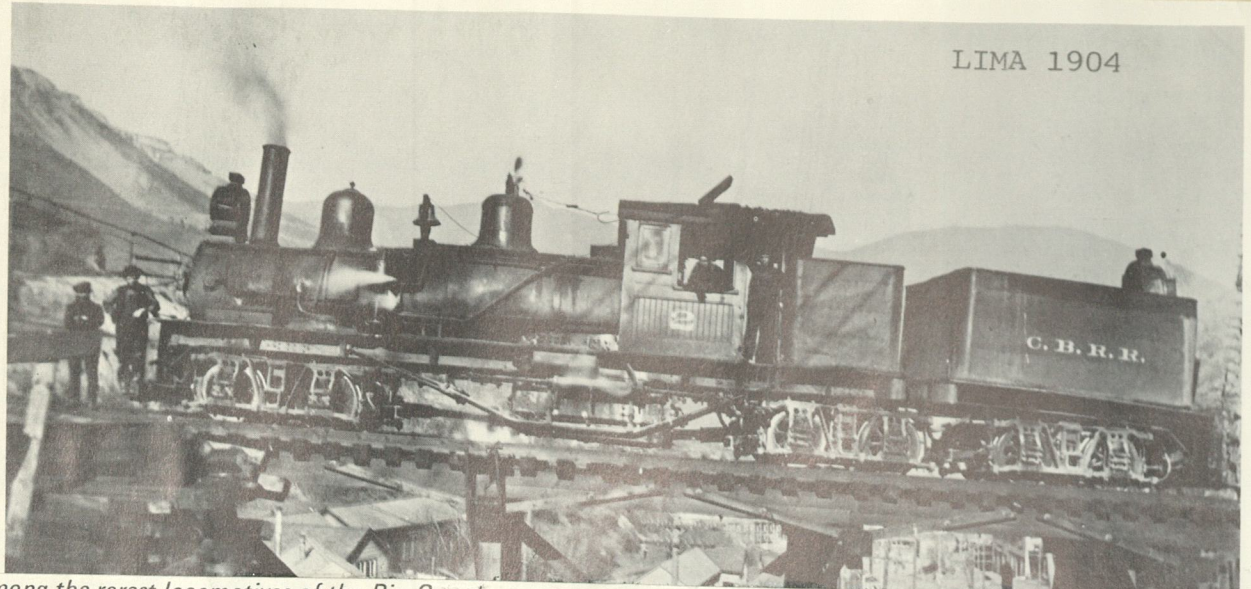
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Rio Grande #5, the Exposition Flyer, detouring via Tennessee Pass when Tunnel 10 on the Denver & Salt Lake was burned out in November, 1943. The helper #1501, 4-8-2 Type Class M-67, and the road engine 1706, Class M-64 4-8-4 Type, are working hard up the 1.42% grade west of Malta, Colorado. Photo by R. H. Kindig, U.S. Army.



SELLER
DATE
FORM



Among the rarest locomotives of the Rio Grande system were the five three-truck Shays belonging to the Copper

Belt. In this scene Number 2 was poised atop the wooden trestle spanning Bingham Canyon.



The Wasatch Range before me frowns,
With ragged sides and snowy crowns.

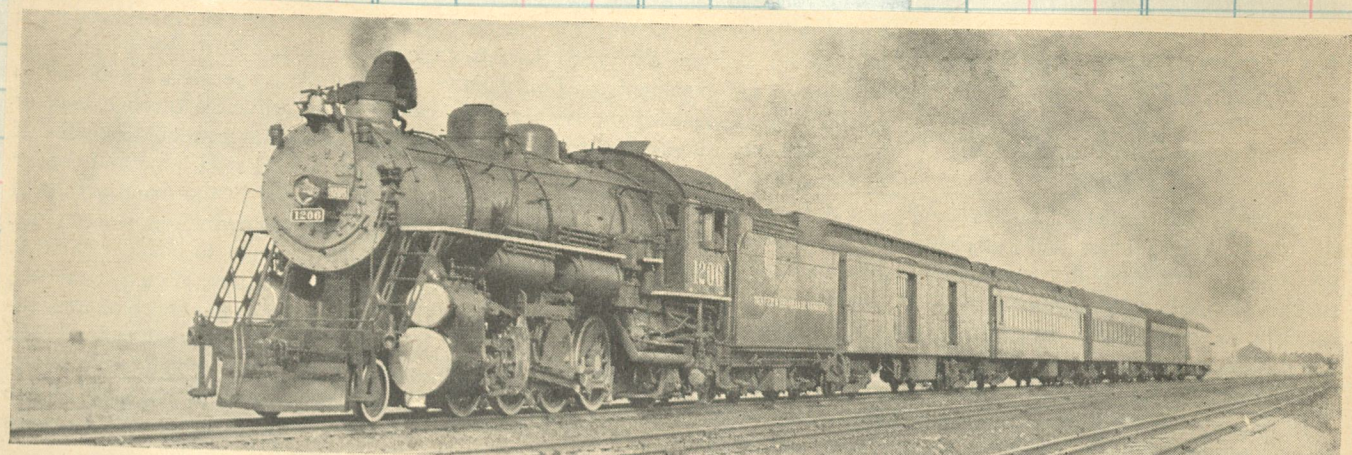
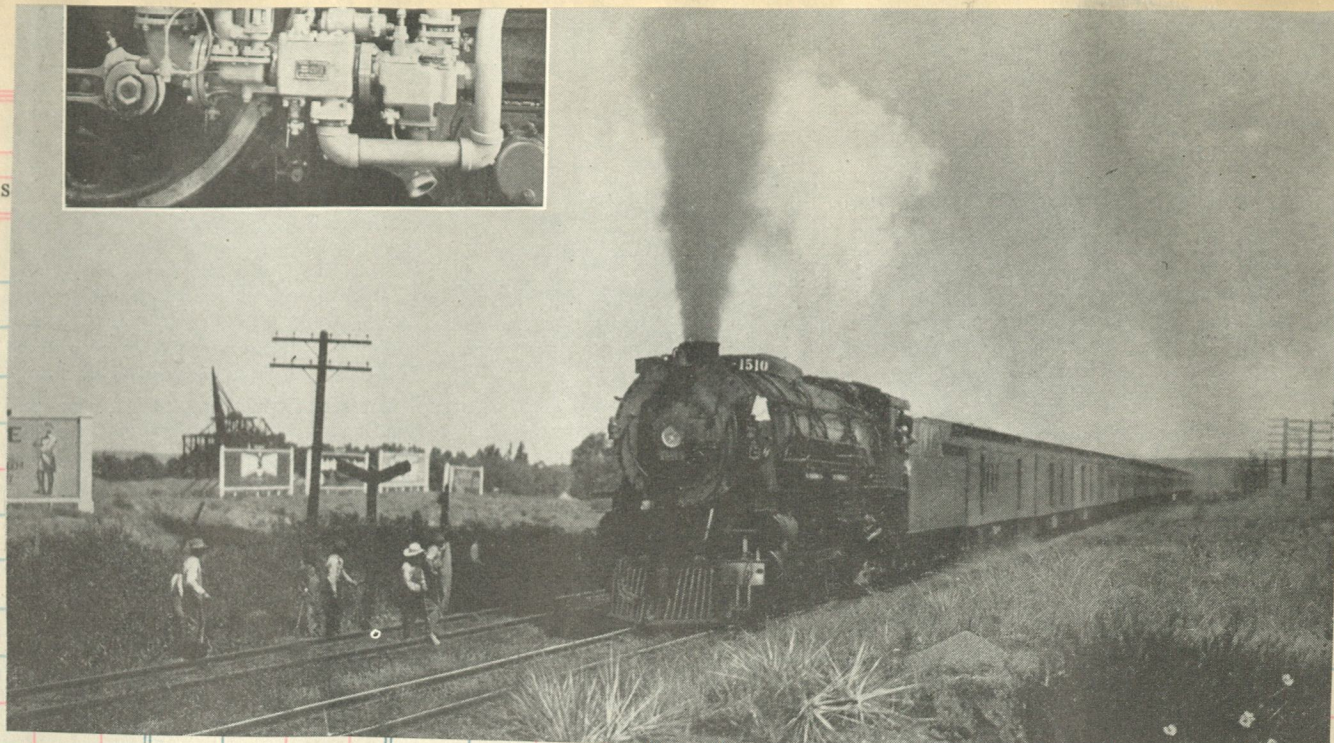
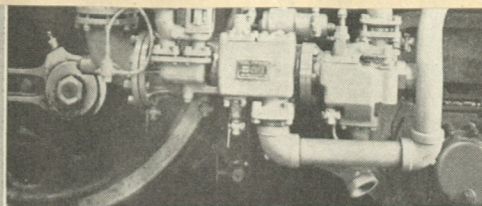
For centuries the bursting storms
Have worn the cliffs to phantom forms,
That now in strange, unwonted ways
Attract the traveler's curious gaze;

Grim cliffs that look like castles old,
With dungeons deep and turrets bold,
With tower, dome, and battlement,
Might well defend a continent.

Denver & Rio Grande Western.

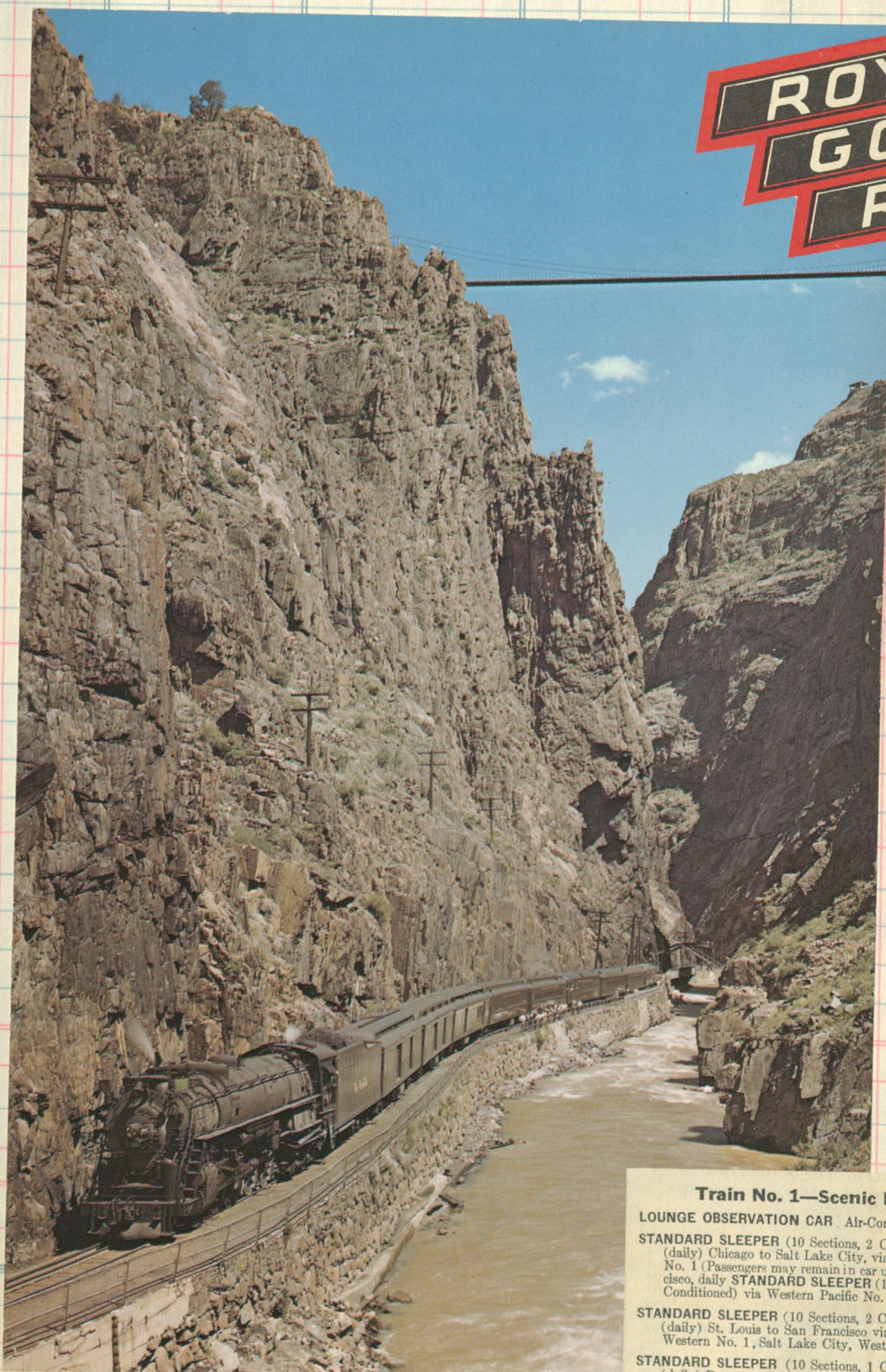
D&RGW in Eagle River Canyon

The Denver & Rio Grande Western climbs through Eagle River Canyon from the Colorado River to the Continental Divide at Tennessee Pass.



DENVER & RIO GRANDE WESTERN'S 1206 HAULING "PANORAMIC LIMITED" NEAR DENVER, COL.

R. H. Kindig



**ROYAL
GORGE
ROUTE**

Train No. 1—Scenic Limited—Via Royal Gorge

LOUNGE OBSERVATION CAR (Air-Conditioned) (daily) Denver to Ogden.
STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) (daily) Chicago to Salt Lake City, via C. B. & Q. No. 3, Denver & Rio Grande Western No. 1 (Passengers may remain in car until 8:00 a.m.) (From Salt Lake City to San Francisco, daily STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) via Western Pacific No. 1).
STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) (daily) St. Louis to San Francisco via Mo. Pac. No. 11, Pueblo, Denver & Rio Grande Western No. 1, Salt Lake City, Western Pacific No. 1.
STANDARD SLEEPER (10 Sections, 1 Compartment, 1 Drawing Room) (Air-Conditioned) (daily) Denver to Salt Lake City. (Passengers may remain in car until 8:00 a.m.).
TOURIST SLEEPER (16 Sections) (Air-Conditioned) (daily) Chicago to San Francisco, via C. B. & Q. No. 3, Denver & Rio Grande Western No. 1, Salt Lake City and Western Pacific No. 1.
DINING CAR (Air-Conditioned)—Service a la carte and table d'hôte,
COACH (Air-Conditioned), Denver to Ogden.

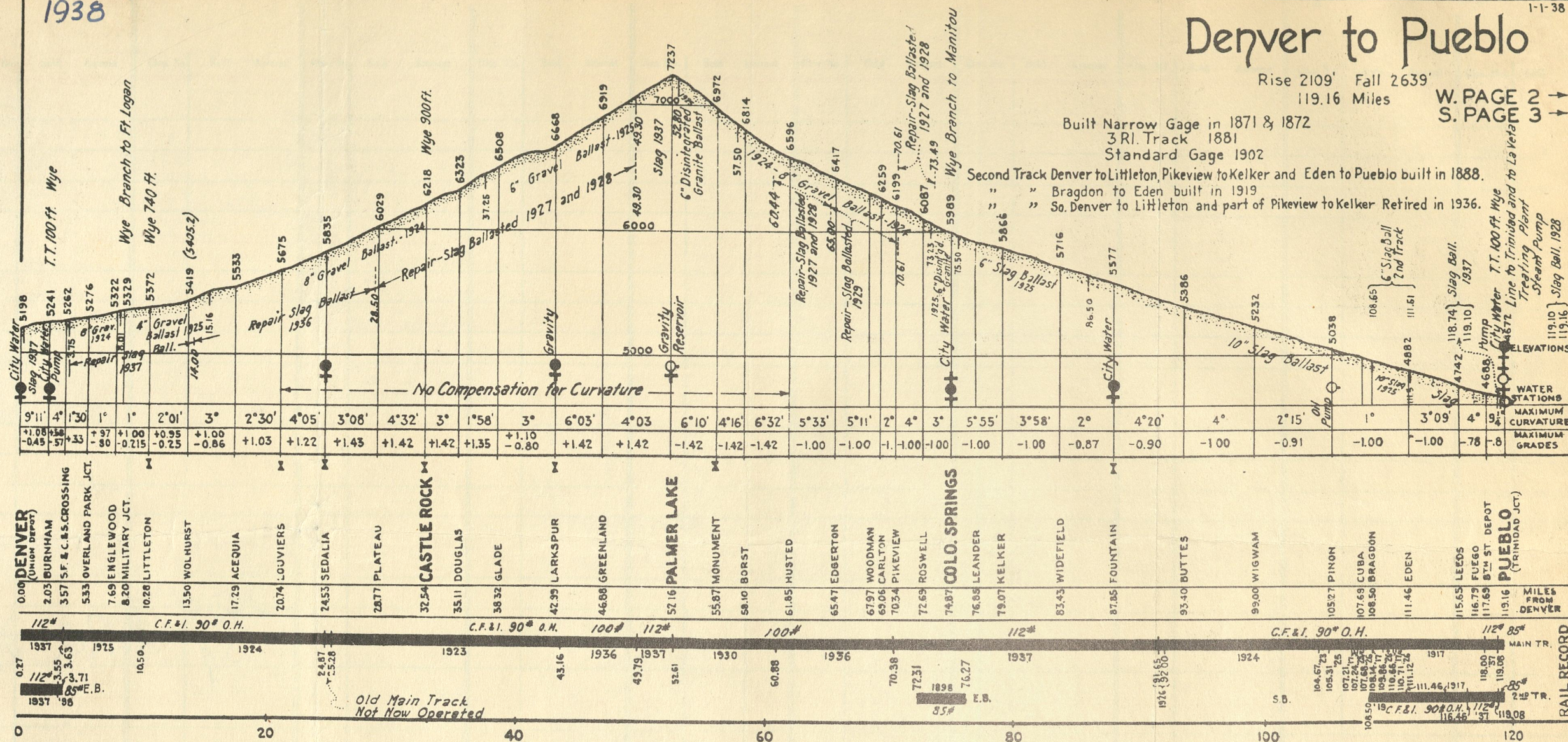
Denver to Pueblo

Rise 2109' Fall 2639'
119.16 Miles

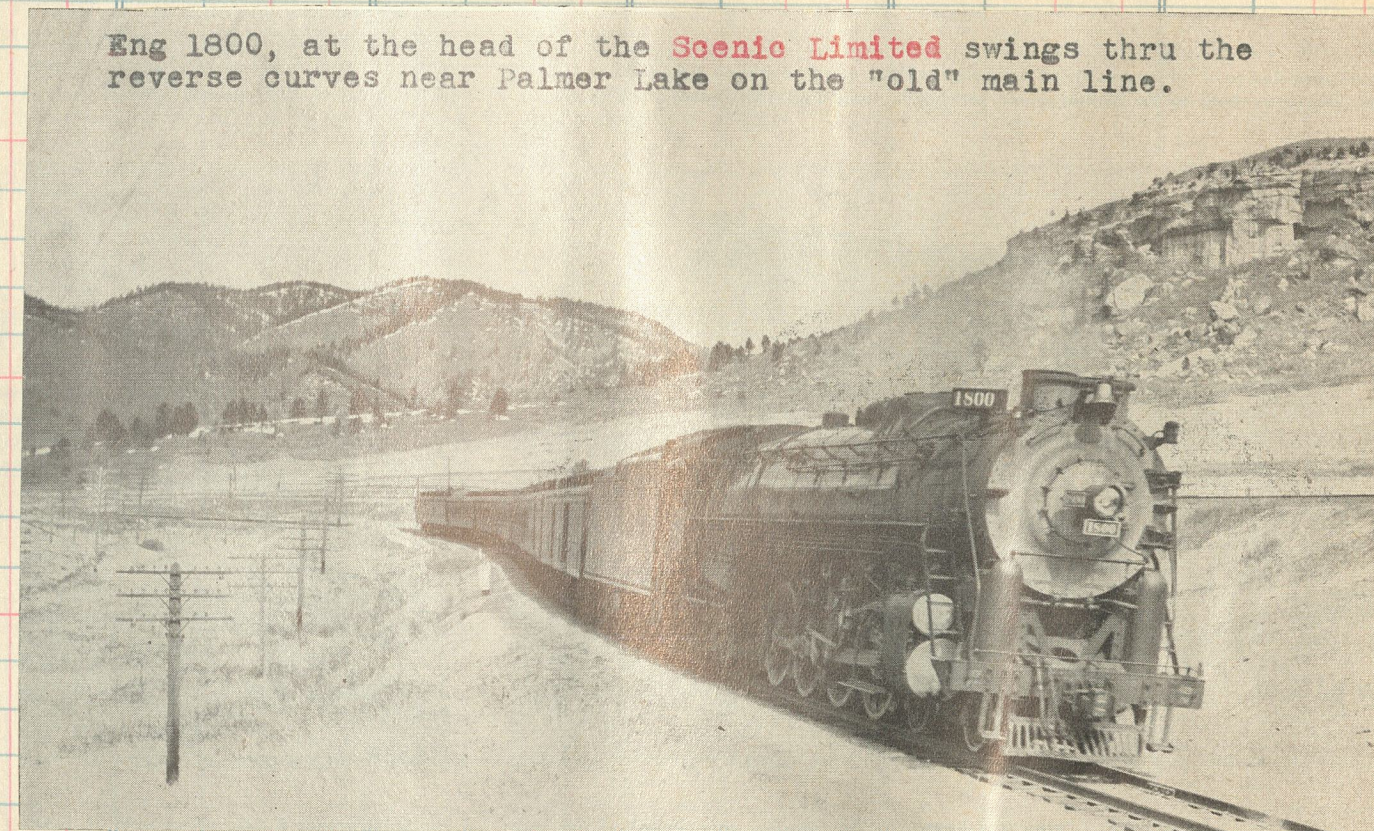
W. PAGE 2 →
S. PAGE 3 →

Built Narrow Gauge in 1871 & 1872
3 Rl. Track 1881
Standard Gauge 1902

Second Track Denver to Littleton, Pikeview to Kelker and Eden to Pueblo built in 1888.
Bragdon to Eden built in 1919
So. Denver to Littleton and part of Pikeview to Kelker Retired in 1936.



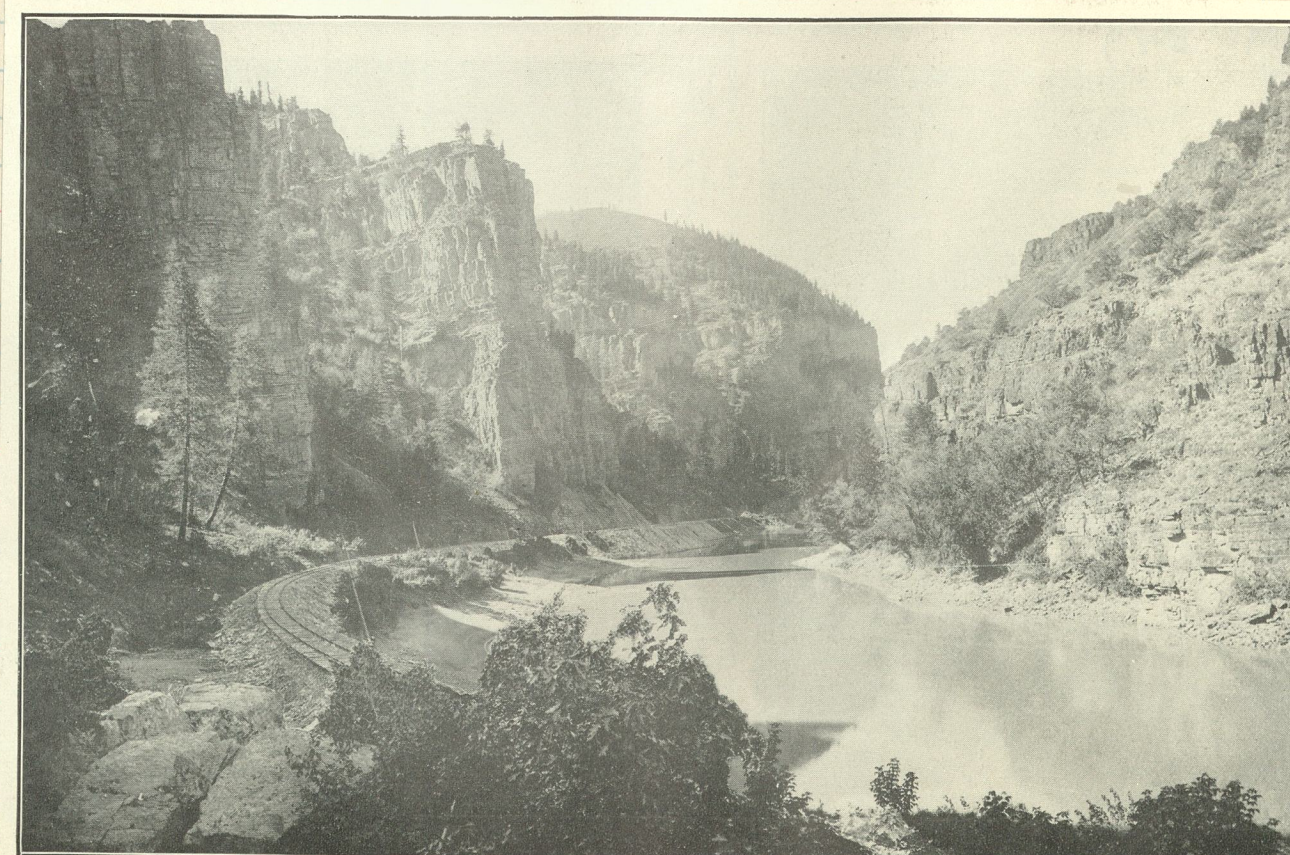
Ten wheeler #1006 [Baldwin 1902] makes a station stop at Castle Rock with Trn #5, the westbound "Chicago-San Francisco Express" c1905.
(inform by Jackson Thode)



Eng 1800, at the head of the **Scenic Limited** swings thru the reverse curves near Palmer Lake on the "old" main line.



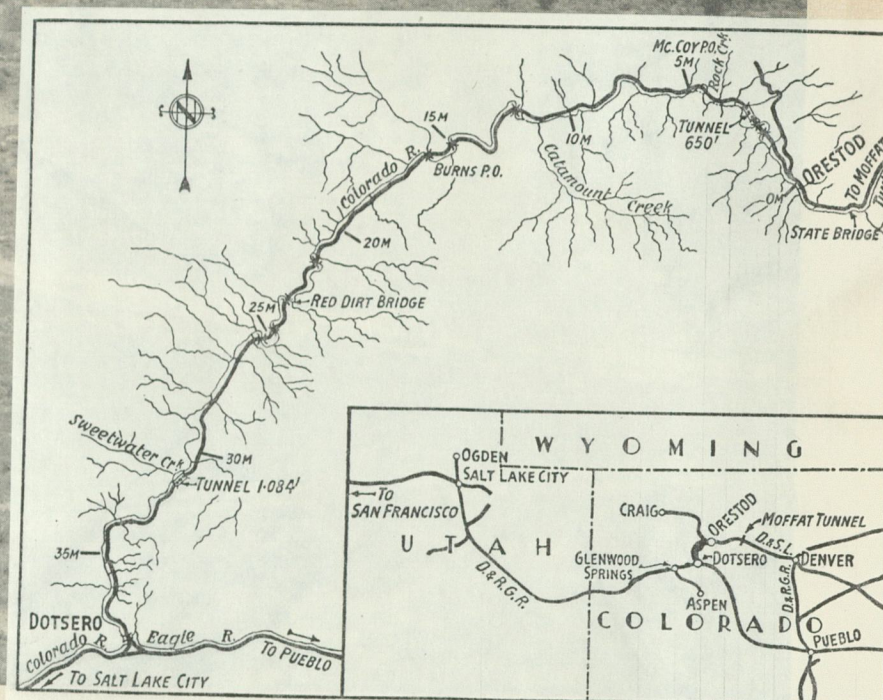
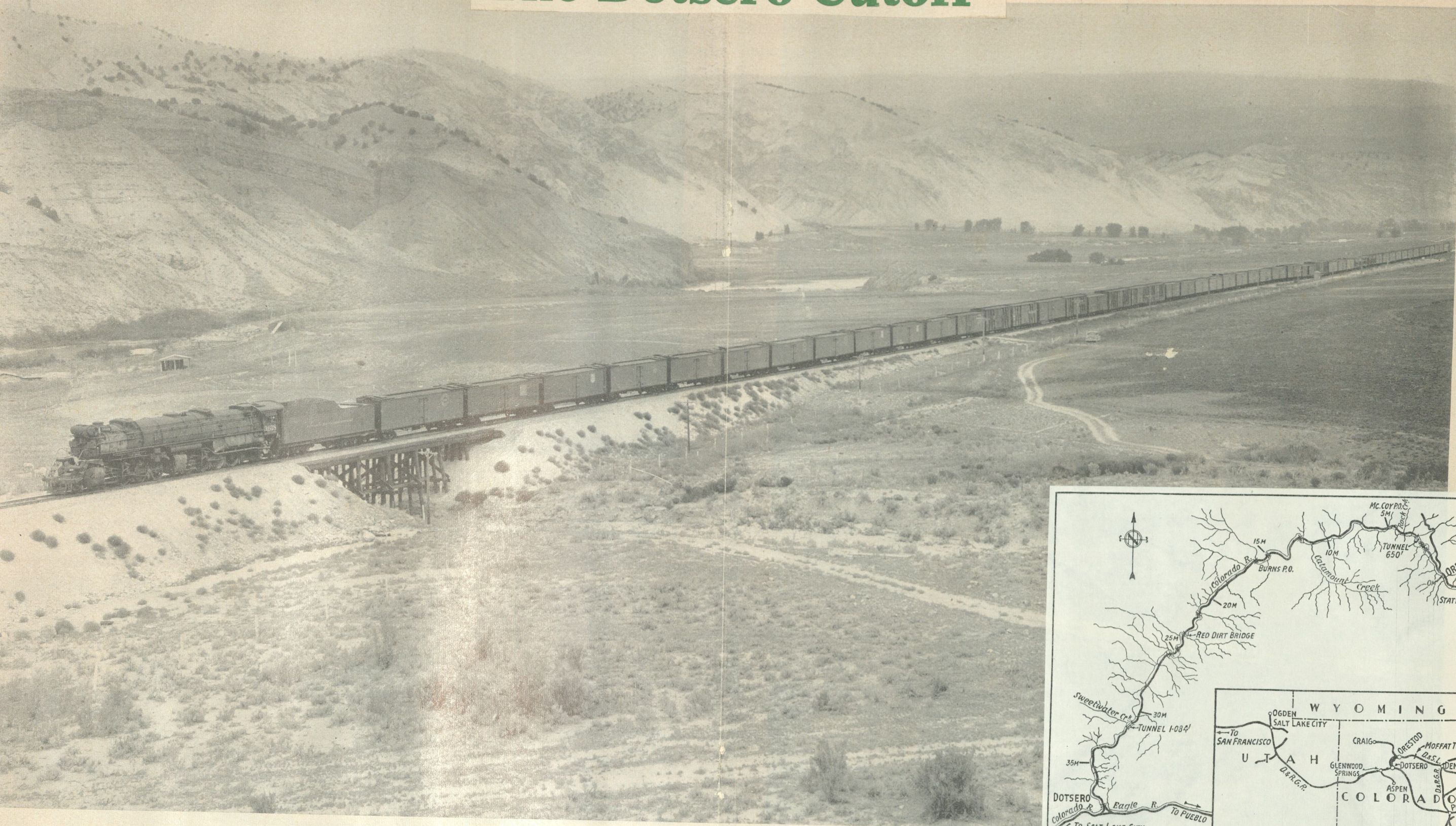
36 cars going west behind the 3610 two miles below Buena Vista



CANYON OF COLORADO RIVER.

In the part of the canyon a short distance above Shoshone there are many beautiful vistas of quiet stretches of river between the rugged walls of quartzite towering on either side. The rocks rise steadily downstream, and the granite makes its first appearance in the railroad tunnel through the projecting point on the left. Photograph copyrighted by the Detroit Publishing Co.; furnished by the Denver & Rio Grande Western Railroad.

The Dotsero Cutoff



Map Showing Details of the Dotsero Cut-Off and Also Its Position in the Denver and Rio Grande Western System

Before completion of the 38-mile Dotsero Cutoff between Orestod and Dotsero, Colo., all westbound Denver & Rio Grande Western traffic out of Denver had to be routed south to Pueblo, threaded through Royal Gorge and boosted over Tennessee Pass to Salt Lake City. Denver was small shakes as a gateway city and the Moffat Tunnel was of little value. The cutoff was completed with the help of Reconstruction Finance Corporation funds in 1934 at a cost of 38.5 million dollars. Burlington's Pioneer Zephyr was the first train over the new low-grade line, which cut off 175 miles on the Rio Grande's Denver-Salt Lake run and made possible the latter-day California Zephyr. Here a Baldwin 2-8-2 is halfway across the cutoff, near Burns, with a load of merchandise and reefers.

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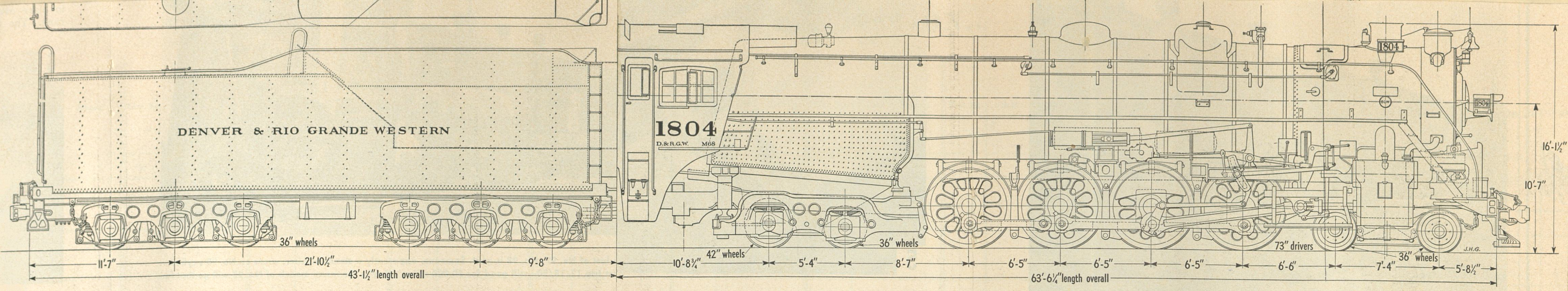


THE PAGODAS in Red Canyon on the Dotsero Cut-off of the Denver and Rio Grande Western Railroad

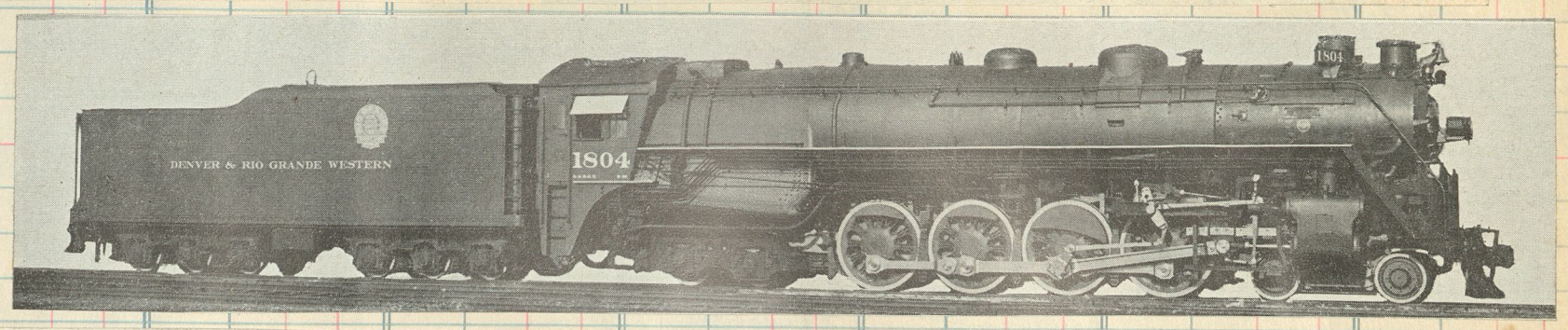
From out the mountains I espy
A river, sweeping swiftly by.
Along its banks the hand of man
Is building, through these canons grand,



Looking West Near Orestod toward Upper Tunnel

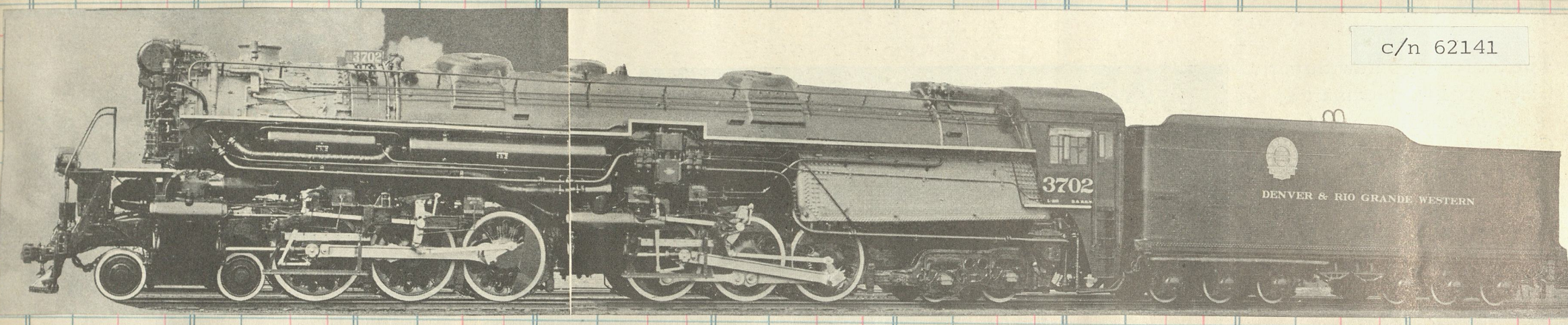


With the completion of the Dotsero Cutoff the Rio Grande became an important transcontinental link. Traffic started getting heavy and the D&RGW went shopping for some new power. In 1938 Baldwin delivered five (1800-1804) of these handsome Northern Type, the last passenger engines to be received. They were of the M-68 class with cyls 26x30, drivers 73" & T E 67,200# and cost about \$140,000 each.



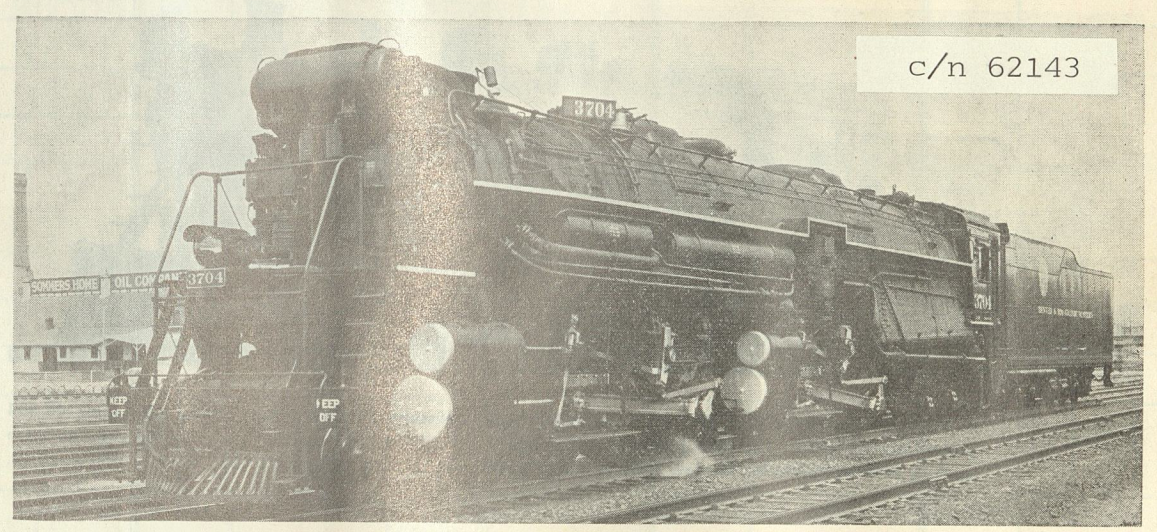
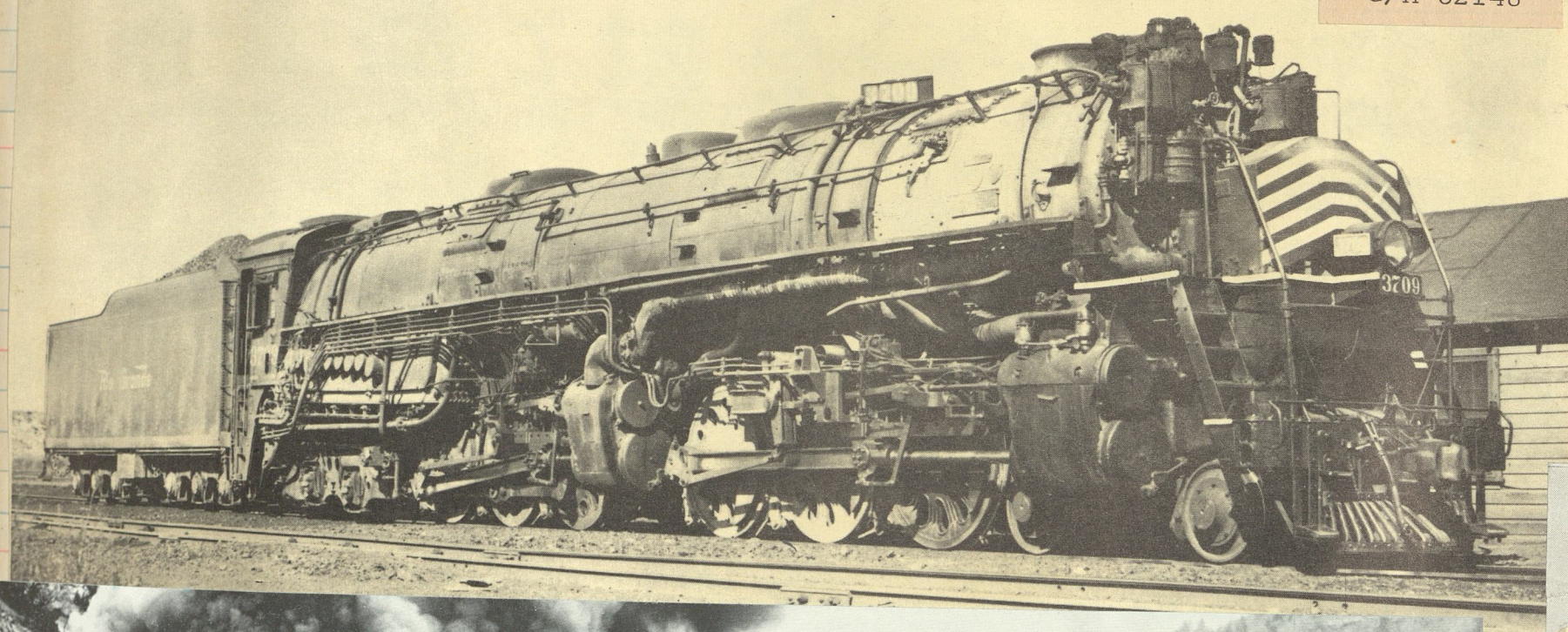
c/n 62141

And for freight service, Baldwin also forwarded in 1938, ten (3700-3709) L-105 class 4-6-6-4's, a new type for the Rio Grande. Designed to operate over the Grand Junction (west of Minturn) and Salt Lake Divisions, they had 4 cyls 23x32, drivers 70", T E 105,000# & weighed 1,035,900#



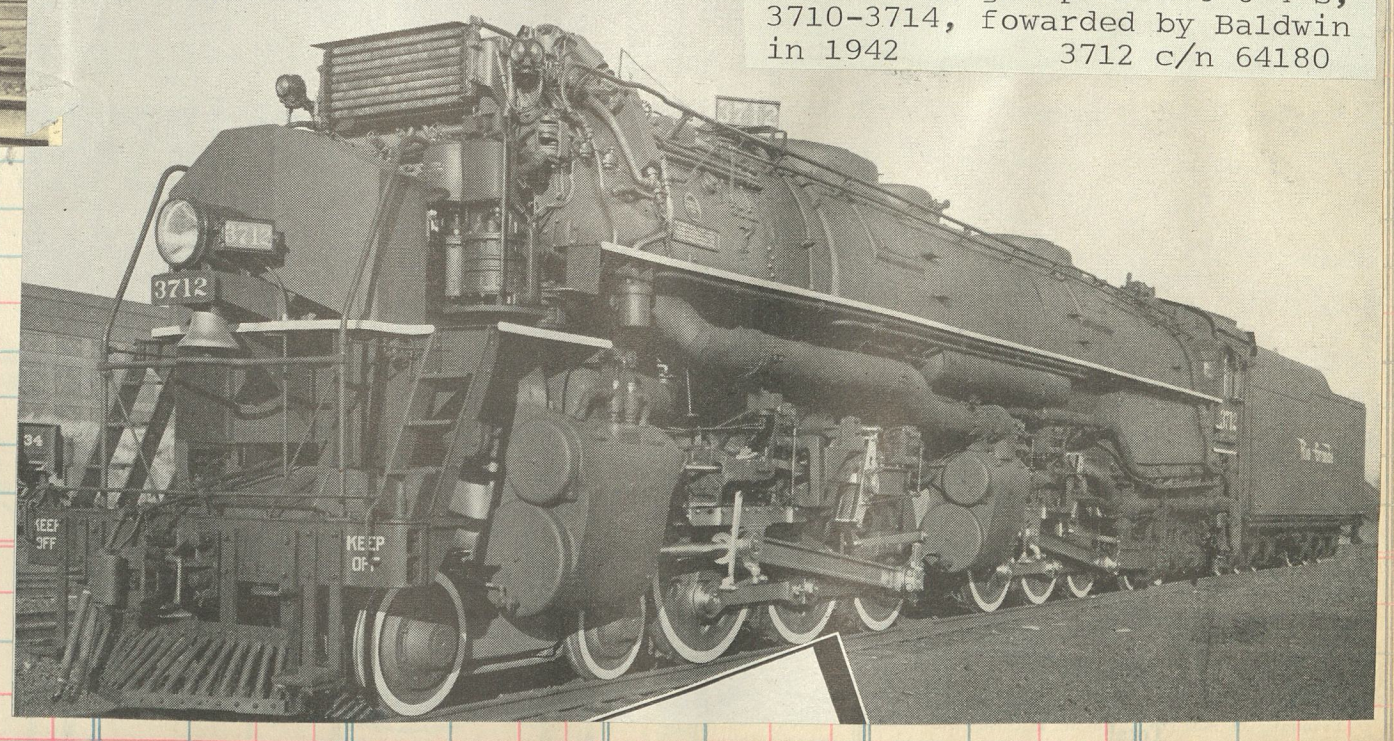
Denver & Rio Grande Western No. 3709, built by Baldwin in 1938. Photo at Salt Lake City, Utah in August of 1949.

c/n 62148

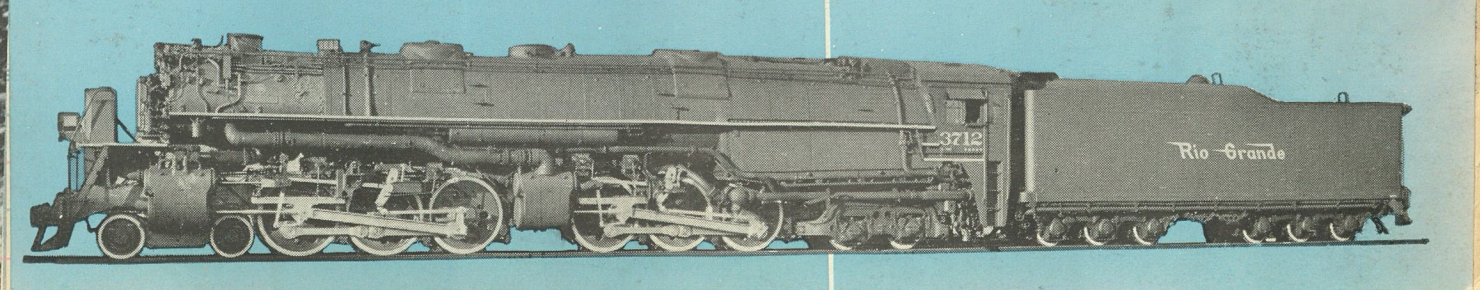


c/n 62143

The second group of 4-6-6-4's, 3710-3714, forwarded by Baldwin in 1942 3712 c/n 64180



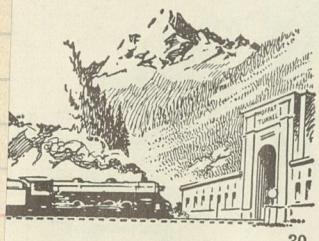
Talking to the Gods, the 3702 roars thru Kyune enroute to Soldier Summit. A pair of 2-8-8-2's assist at the rear.



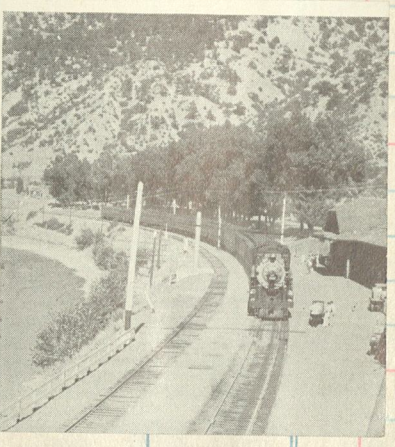


Two views of Glenwood Springs, an important point of the Rio Grande. One at left is looking south up the canon of the Roaring Fork River. At lower left is the R G station on the edge of the Colorado River, the main line to the west crosses it on the double span bridge in the foreground. Going up the left bank of the Roaring Fork is the R G's branch to Aspen. The old Colorado Midland main line came in on the right bank at the foot of the Huntsman Hills. The Roaring Fork comes in from behind the mountain shoulder at the left. Below is the scene looking west down the Colorado River valley showing the R G bridge at yards. On the far (left) bank can be noticed the embankments of the old C M where it went on to Newcastle.

A passenger train filled with pleasure-bound vacationists pulls into the Rio Grande station at Glenwood Springs.



30



GLENWOOD SPRINGS COLORADO

"The Sea Beach in the Mountains"

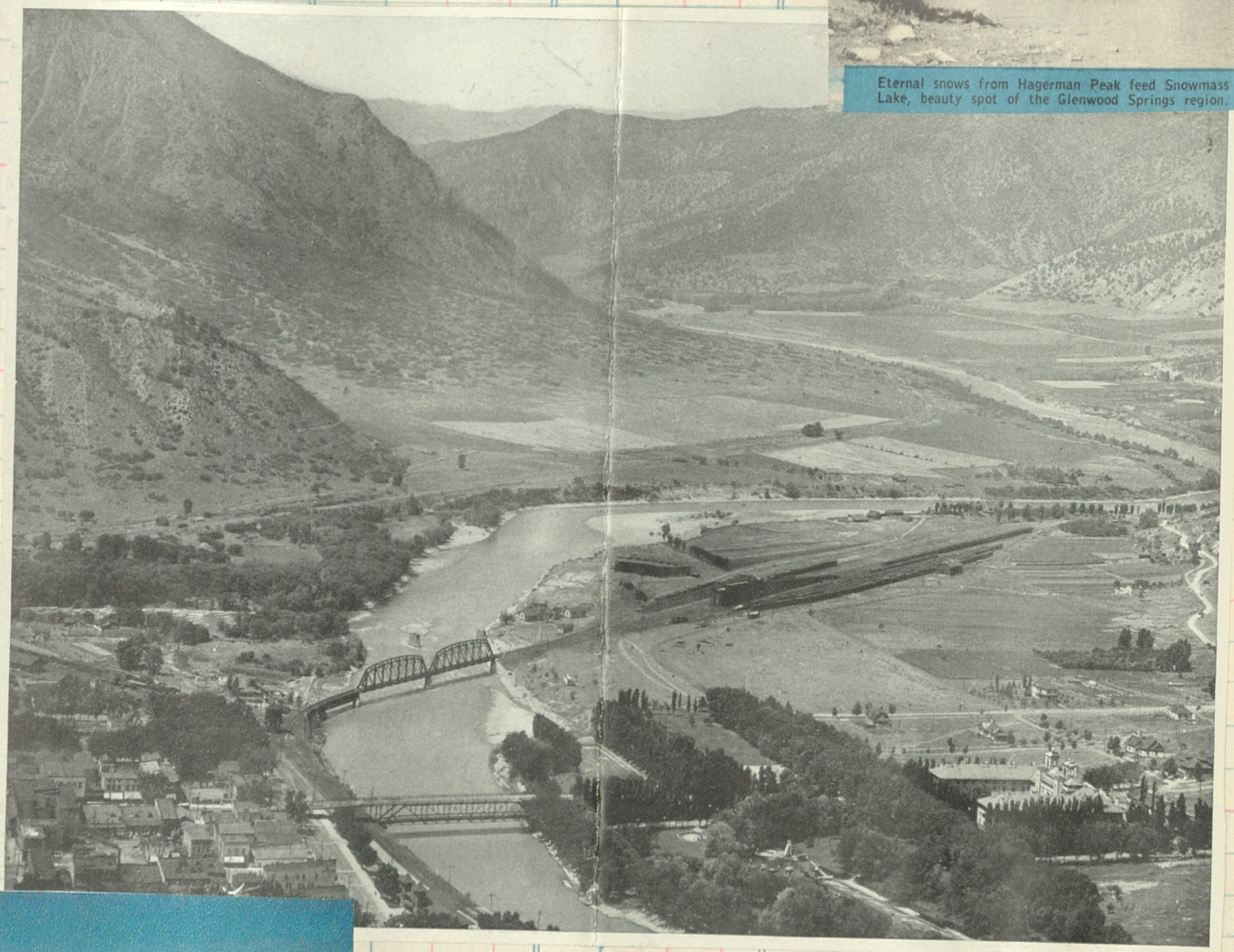
Glenwood Springs is the county seat of Garfield County, Colorado. Population 2,600. Elevation 5,800.

Glenwood Springs is on the main line of the Denver & Rio Grande Western Railroad, between Denver and Salt Lake City, on both routes, the James Peak route, through Moffat Tunnel and Dotsero Cut-off and the Royal Gorge route from Pueblo. It is situated at the junction of the Roaring Fork and Colorado Rivers and is sheltered on all sides by high mountain ranges insuring cool days and nights. It is one of the greatest resort and health centers in the West. From the very edge of town lie some of the finest scenic and recreational areas of the state.

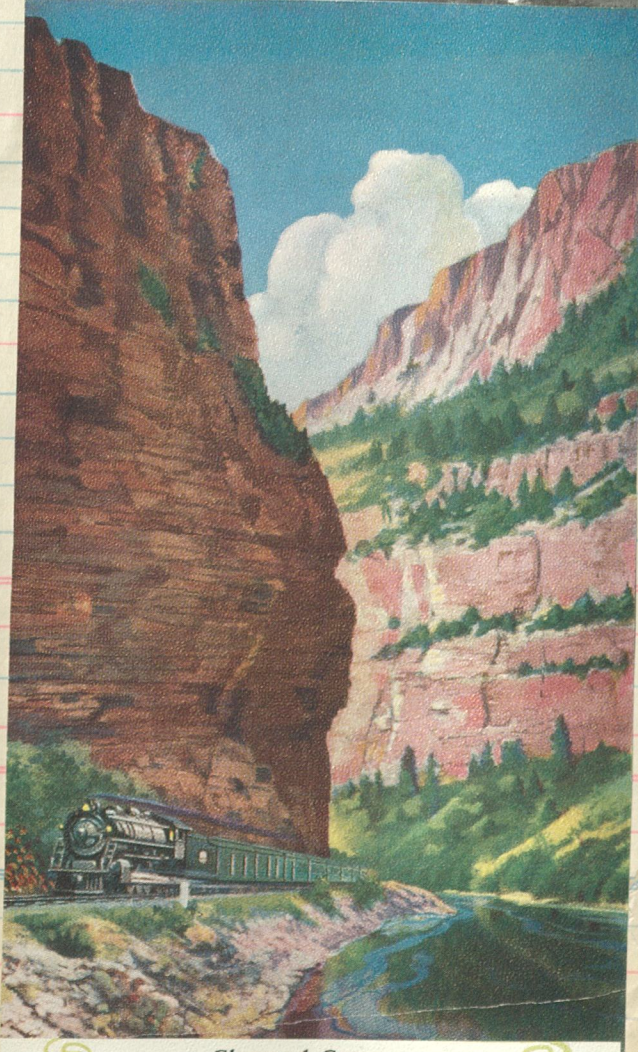
GLENWOOD SPRINGS COLORADO



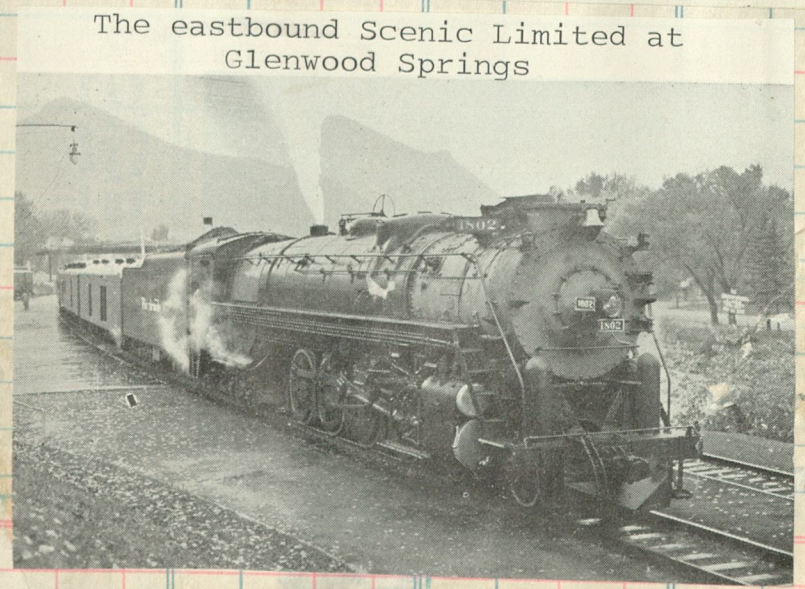
Eternal snows from Hagerman Peak feed Snowmass Lake, beauty spot of the Glenwood Springs region.



A Beach in the Mountains, Glenwood Springs, Colorado
World's Largest Open-Air, Warm-Water Swimming Pool



Glenwood Canyon
of the Colorado River

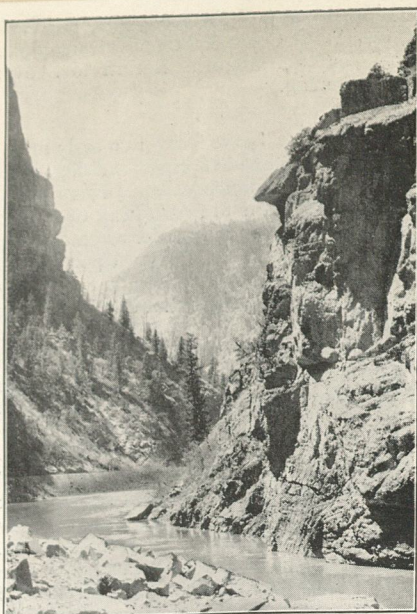


The eastbound Scenic Limited at
Glenwood Springs



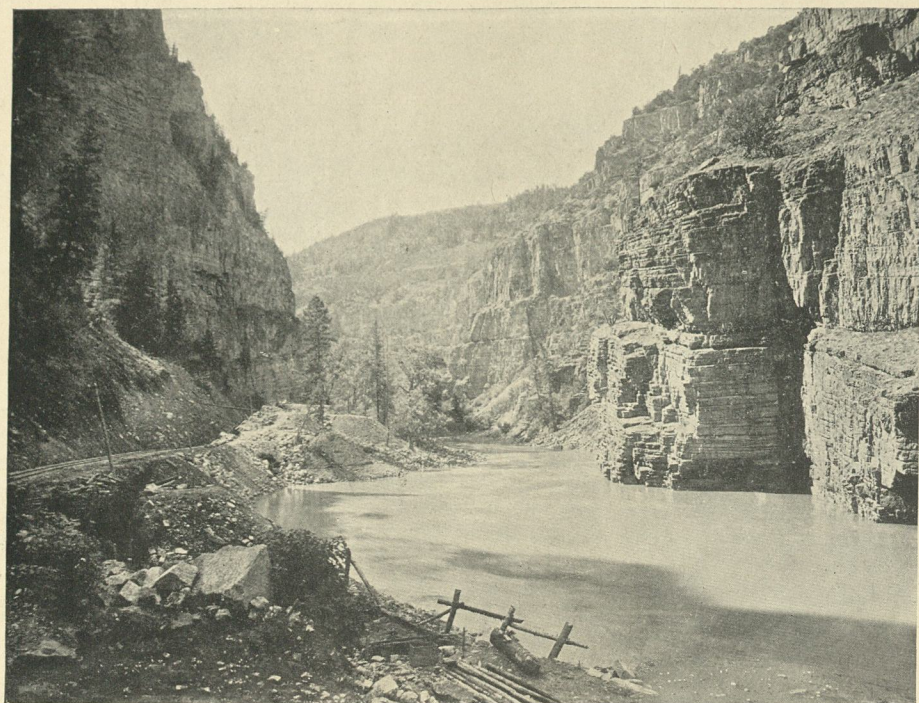
Glenwood Canyon of the Colorado River, its
red walls brightened by countless evergreens,
enthalls Rio Grande passengers.

Clos. No.



Canyon of the Grand River

s. No.



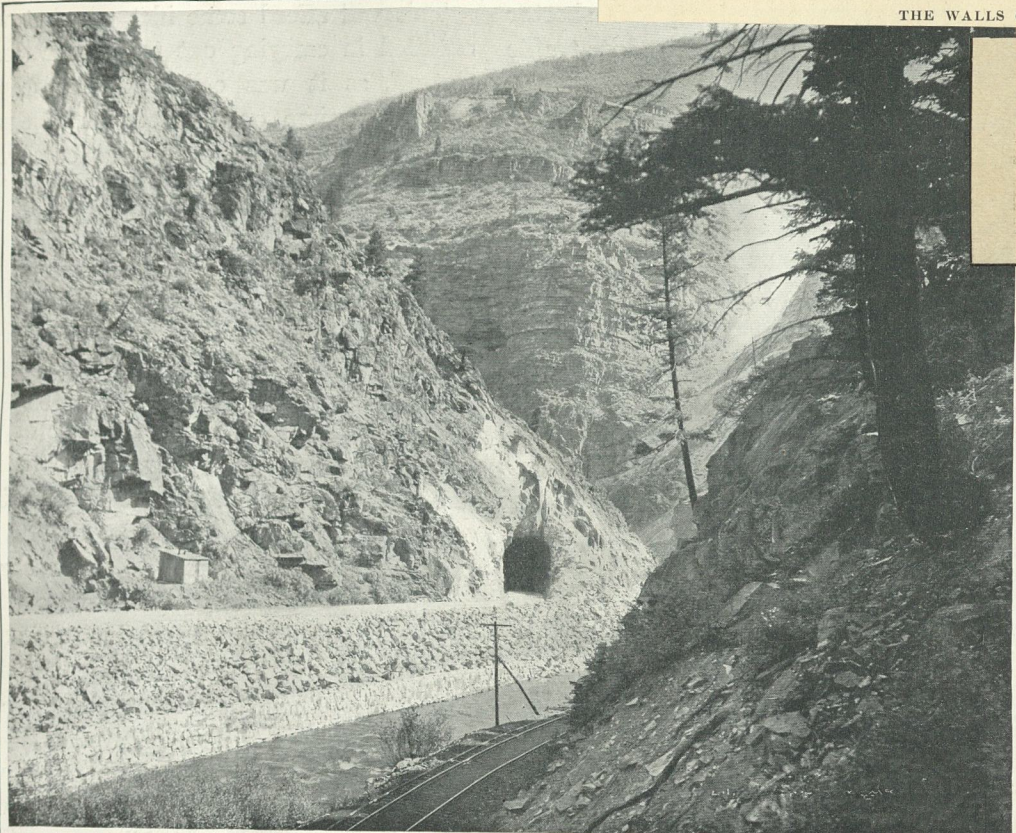
THE WALLS OF THE CAÑON, GRAND RIVER



The Portals, Canon of the Grand River.

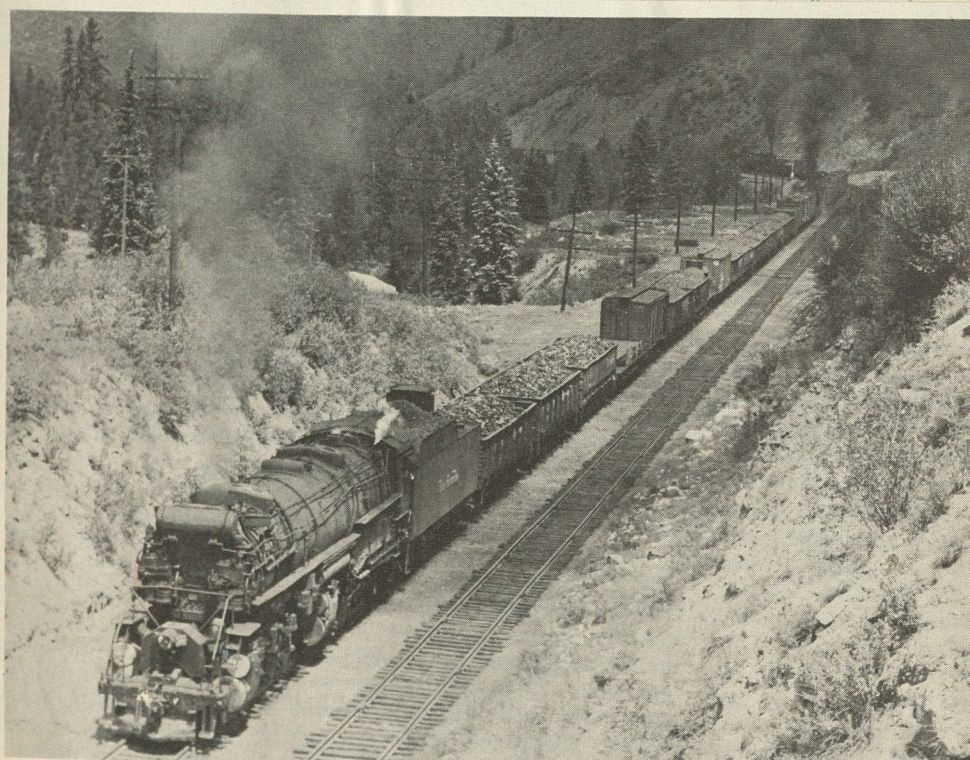


O K M



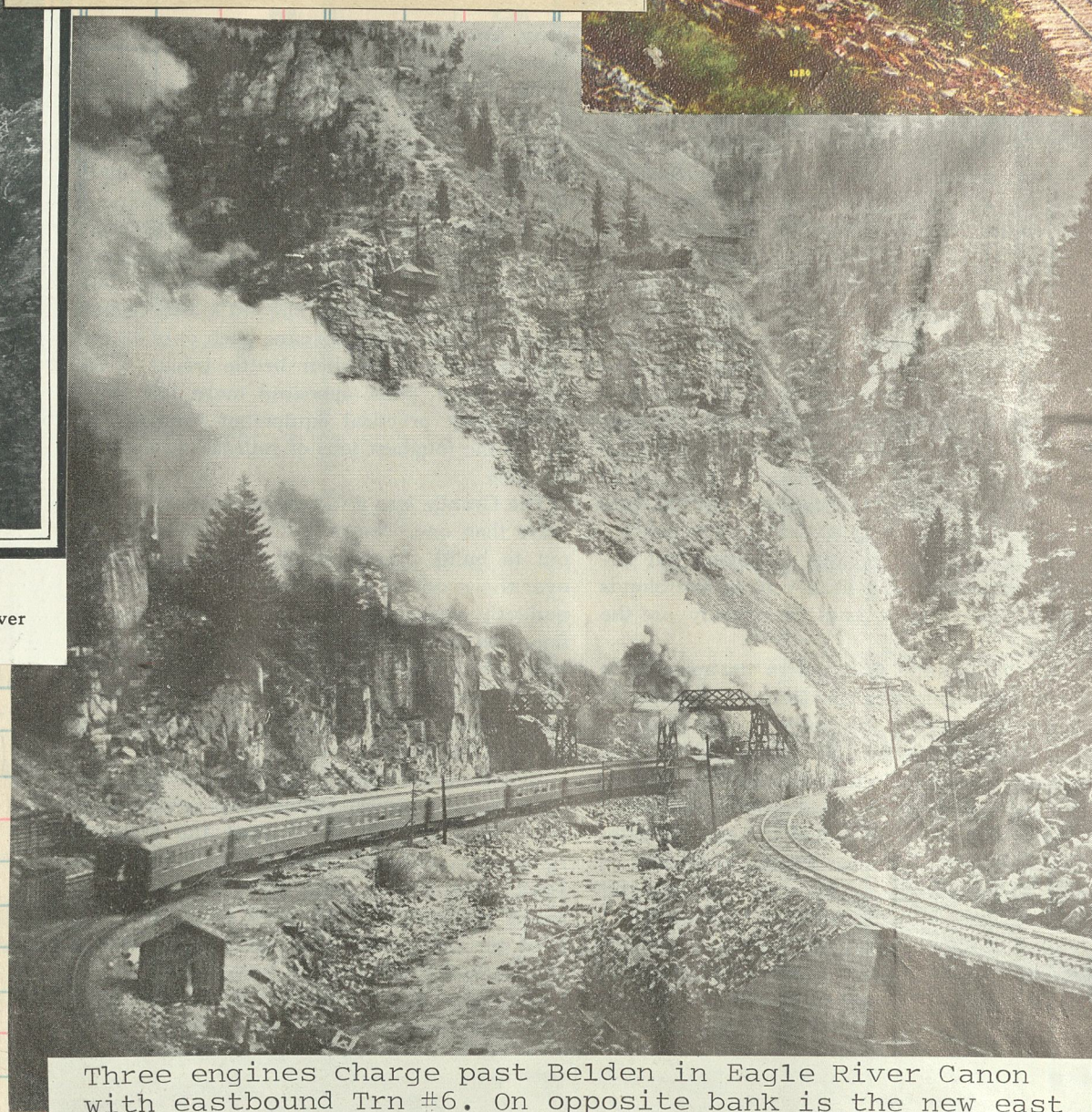
DOUBLE-TRACKING THROUGH EAGLE CANYON, COLORADO.

View of the shelf prepared for the new track, showing heavy masonry wall to keep the river within bounds.



R. H. Kindig.

THREE simple 2-8-8-2's with 395,400 pounds gross tractive effort climb out of Minturn in 1954.

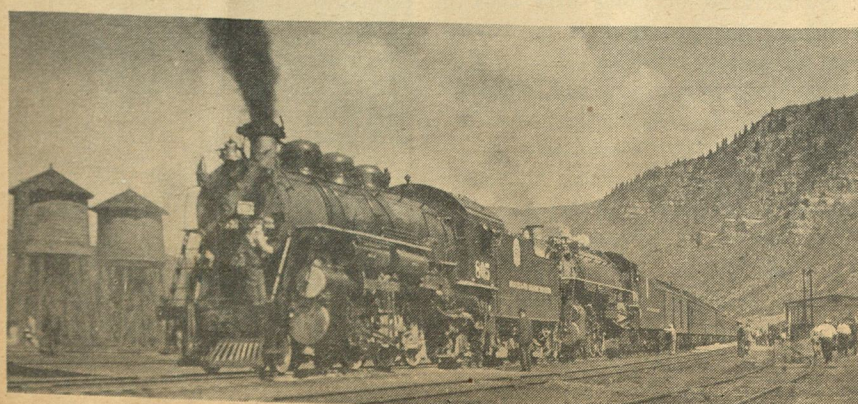
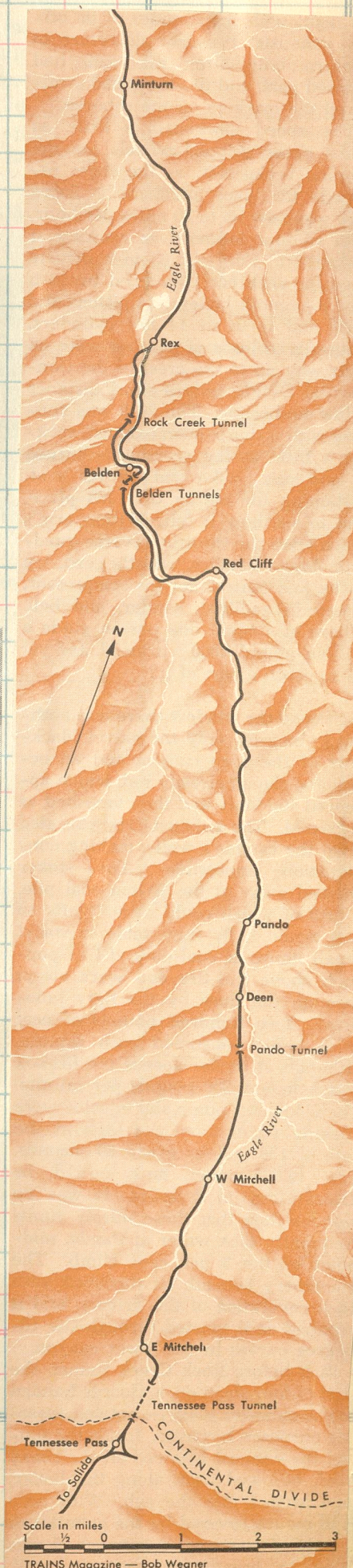


Three engines charge past Belden in Eagle River Canon with eastbound Trn #6. On opposite bank is the new east bound track still under construction.

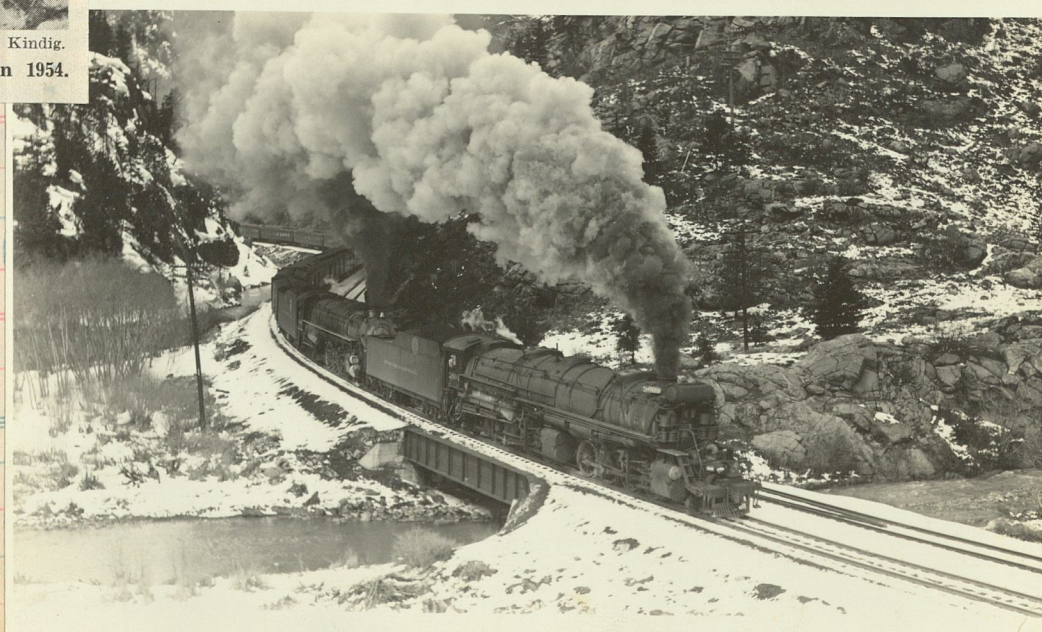
Below: Trn #2, the Scenic Limited, exits Eagle River Canon near Redcliff. Engs 3604 & 1803 were heading 12 cars, April 17, 1938, on the climb to the summit at Tennessee Pass. Foto by, and gift of, R. H. Kindig July 1939.

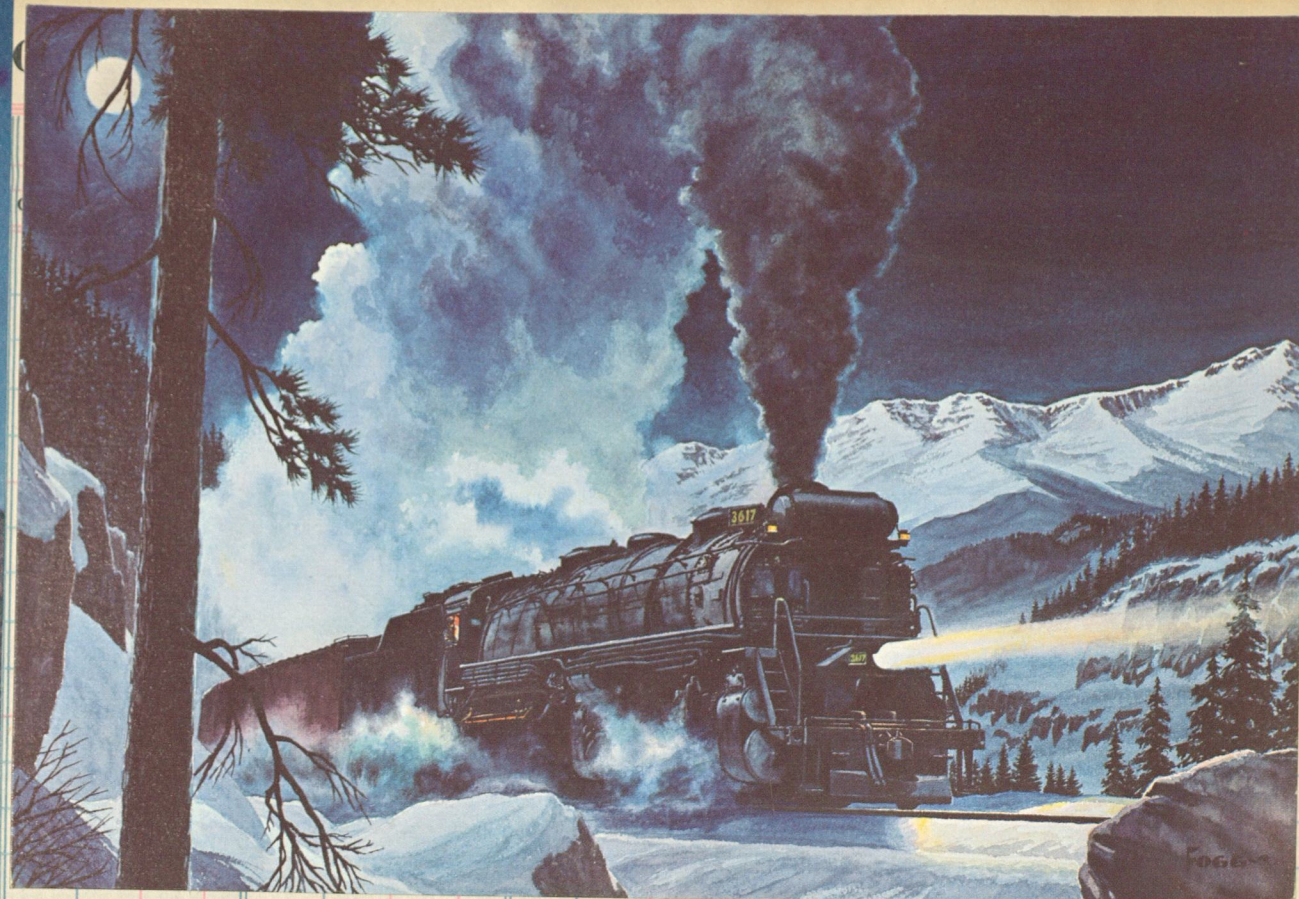


Tunnel, Eagle River Cañon



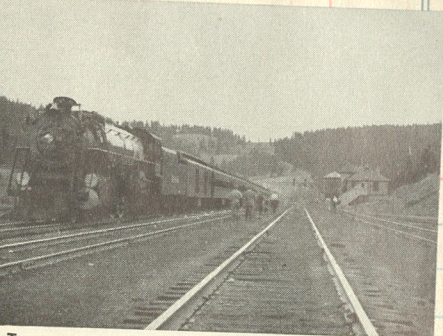
DENVER & RIO GRANDE'S DOUBLE-HEADER PULLING "THE SCENIC LIMITED" Helper Engine 805 and Locomotive 1704 at Minturn, Colo., ready for the stiff climb through Tennessee Pass over the Colorado Rockies.



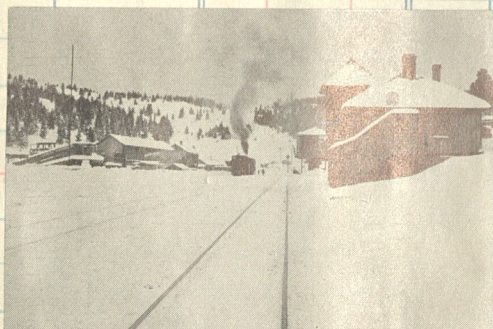


"Moonlight Serenade"

by Howard Fogg



Tennessee Pass, 10,240 ft. elevation, thru which Rio Grande trains cross the Continental Divide.



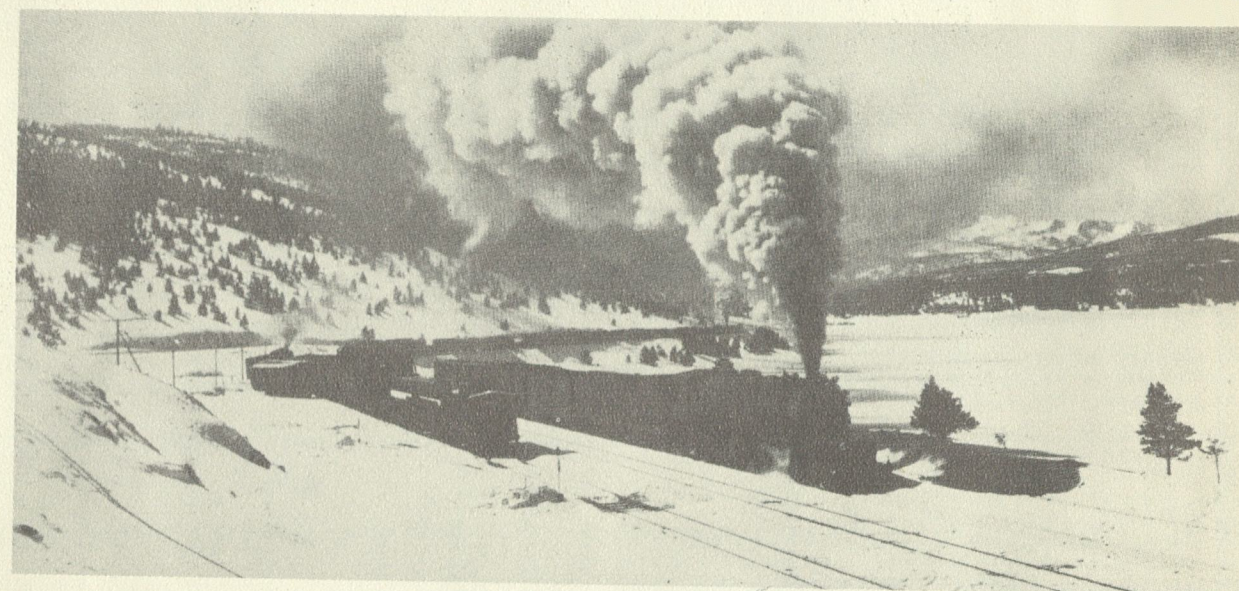
Mid-winter scene at Tennessee Pass, 10,240 ft. elevation, thru which Rio Grande trains cross the Continental Divide.

An old mountain campaigner #3415 (Schen 1913) gives a new 4-8-4, #1802, a helping hand with the Scenic Limited on the hill near Pando, Colo.

Over the Continental Divide

The Scenic Limited via the Royal Gorge Route

Grand Canyon of the Arkansas
Hanging Bridge—Tennessee Pass



Freight Train Number 61, Hauled by a Mallet Locomotive of Class L-95, with Mallet Pusher, on Tennessee Pass Grade



At Pando on Feb 27, 1927 the ten cars of eastbound #2 was handled by engines 1170 & 1604.

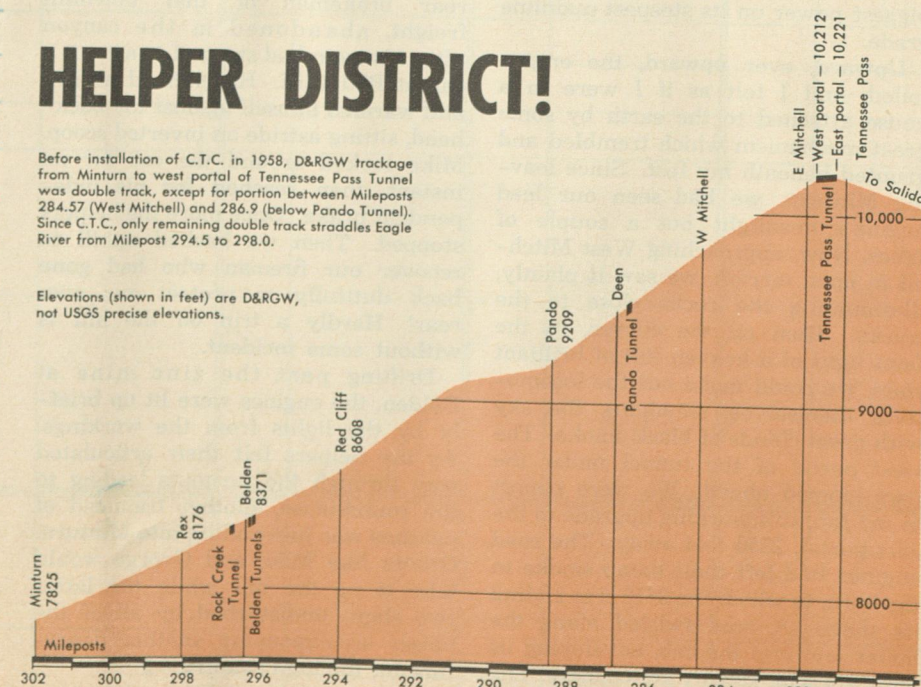


Majestic Thunder
3602 hammers every inch of the
up the west side of Tennessee

HELPER DISTRICT!

Before installation of C.T.C. in 1958, D&RGW trackage from Minturn to west portal of Tennessee Pass Tunnel was double track, except for portion between Mileposts 284.57 (West Mitchell) and 286.9 (below Pando Tunnel). Since C.T.C., only remaining double track straddles Eagle River from Milepost 294.5 to 298.0.

Elevations (shown in feet) are D&RGW, not USGS precise elevations.





THE UNSURPASSED
DINING CAR SERVICE
of
Denver & Rio Grande—
Western Pacific

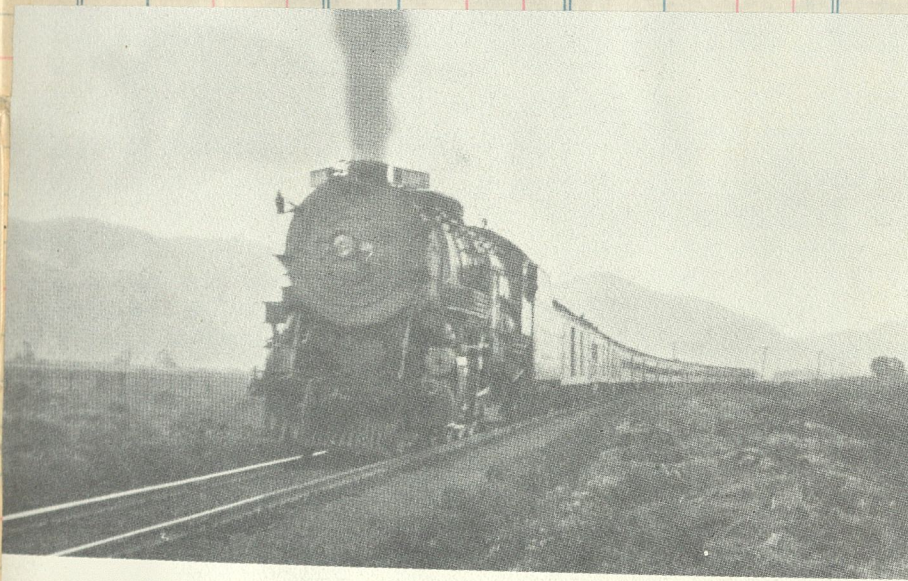
Completes the pleasure
of your trip across
the continent on the
"Scenic Line of the World"

R. H. Kindig, 3831 Perry St., Denver 12, Colo.

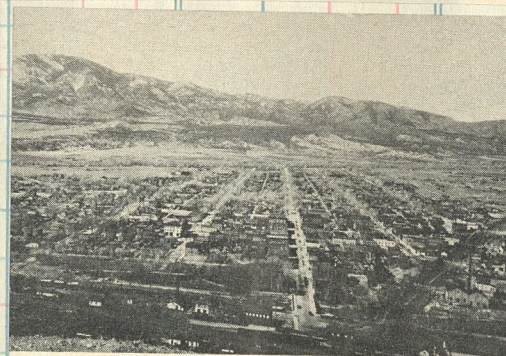
Up Tennessee Pass

Back in the days before World War II when Civilian Conservation Corps boys were at work this Rio Grande special was snapped with a load of C's west of Malta, Colo. The 15-car train is shown climbing Tennessee Pass on the D&RGW's main line across the continental divide. The Pass, with its three per cent grades, is crossed at 10,239 feet

above sea level, the highest altitude reached by the main line of a standard gauge railroad in the United States. Originally this route was a narrow gauge branch line but by 1890 the entire Denver-Ogden line was made standard gauge, crossing the divide at Tennessee Pass instead of the original Marshall Pass to get an improved route.



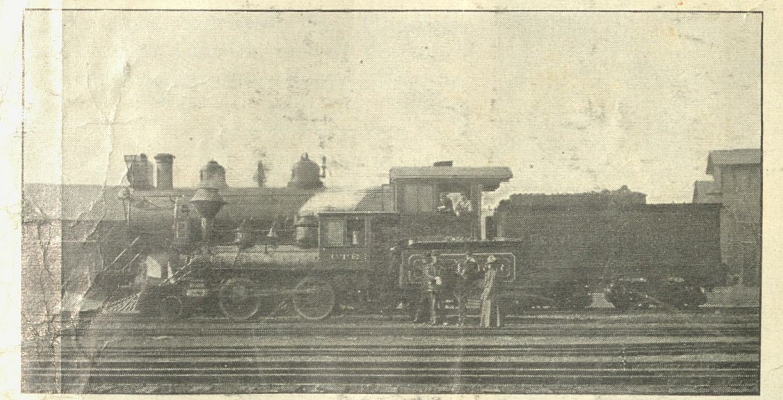
Train Number 1, Hauled by a Three-cylinder Mountain Type Locomotive, Leaving Salida



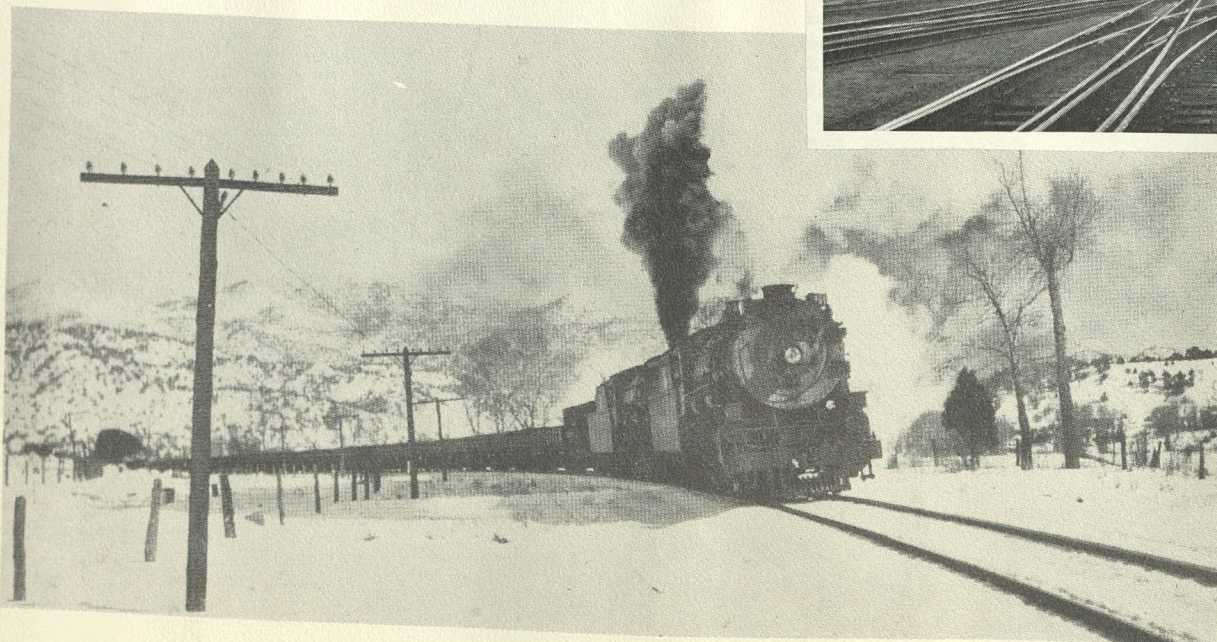
Salida (Spanish for "outlet"), at the outlet of the upper Arkansas River basin, is at the junction of the Royal Gorge Route and the Marshall Pass narrow gauge route.



The Yard at Salida, Showing Tracks Arranged for Handling both Narrow and Standard Gauge Equipment



EVOLUTION OF MOTIVE POWER ON THE D. & R. G. RY.
First, a Burro; second, a 12-ton Baldwin; third, a 95-ton Baldwin. OKM

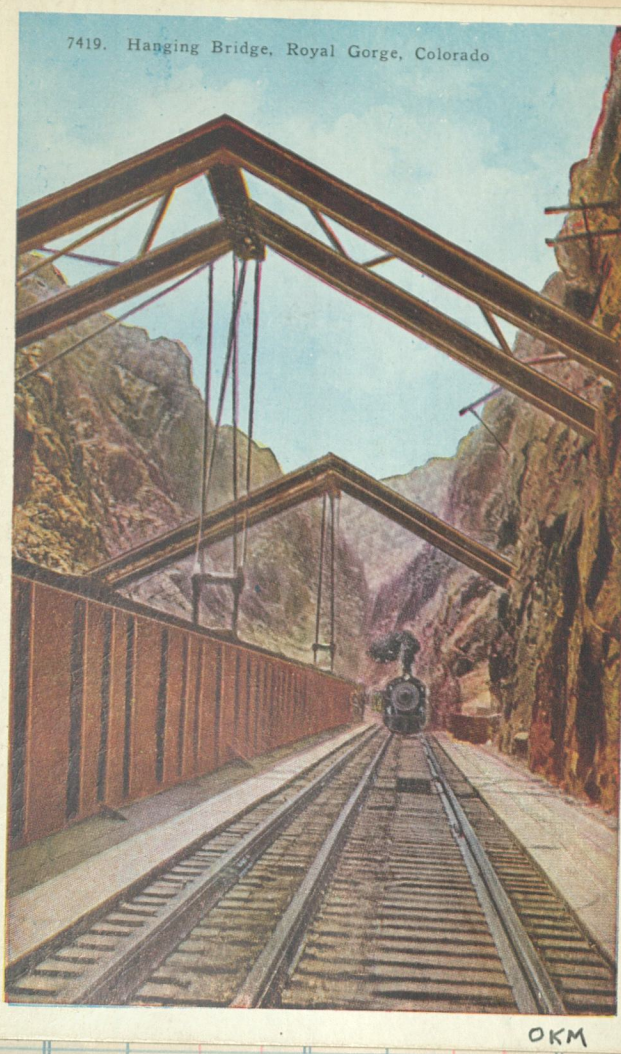


A Westbound Freight, Hauled by two Mountain Type Locomotives of Class M-67, near Howard, Colorado



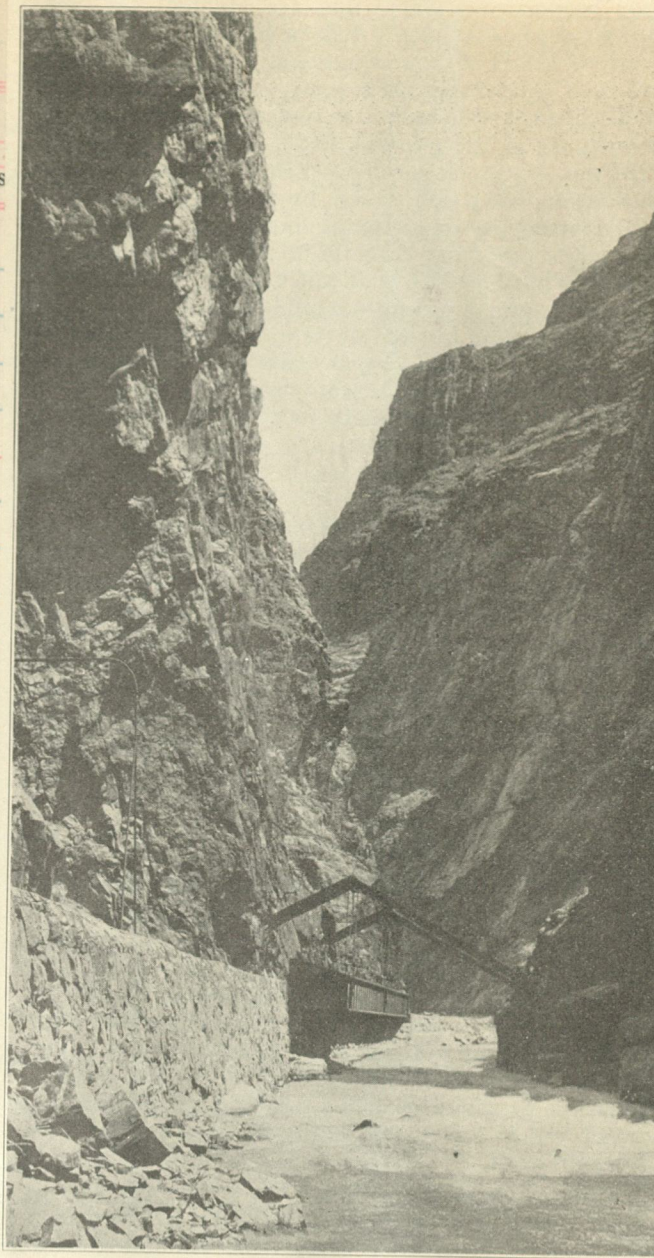
HOWARD AND THE SANGRE DE CRISTO MOUNTAINS.

From Howard there is a magnificent view of the Sangre de Cristo Range, especially when the mountain tops are covered with snow. The highest point in this part of the range is Hunts Peak, 12,440 feet above sea level, which shows at the right of the picture. The valley was once deeply filled with gravel from the mountains, remnants of which can be seen in the long terrace on the farther side of the river. Photograph by Henry R. Hay, Salida.

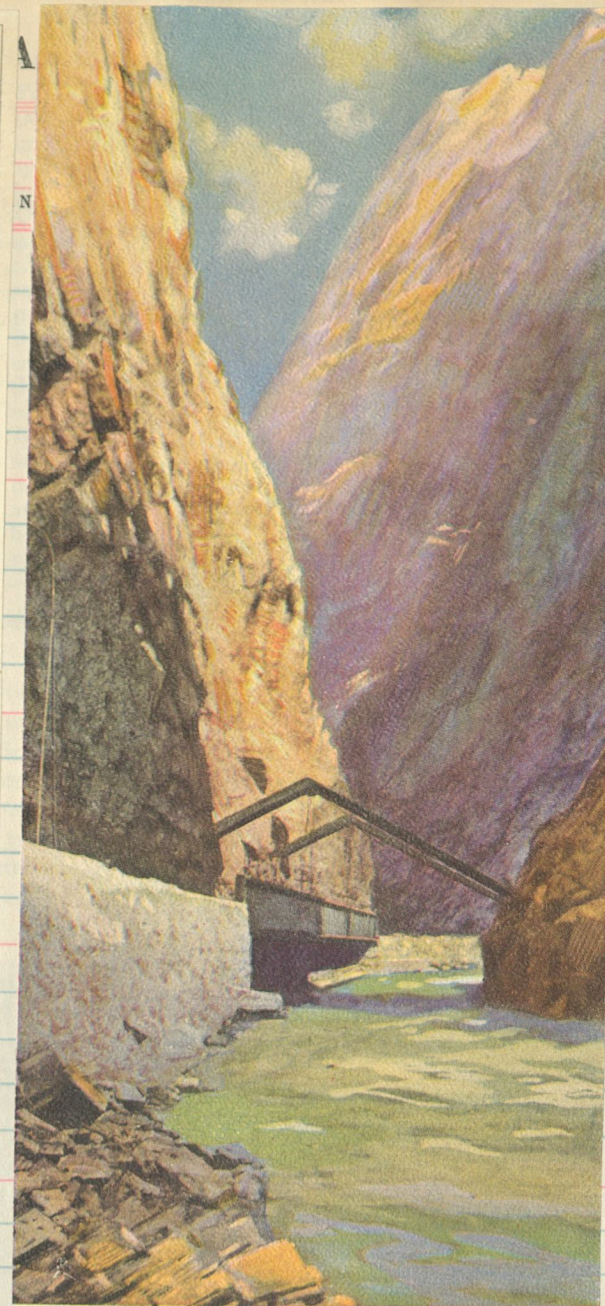


7419. Hanging Bridge, Royal Gorge, Colorado

OKM



Hanging Bridge, Royal Gorge, D. & R. G. W. Ry.



ROYAL GORGE,

OKM



Denver 1905

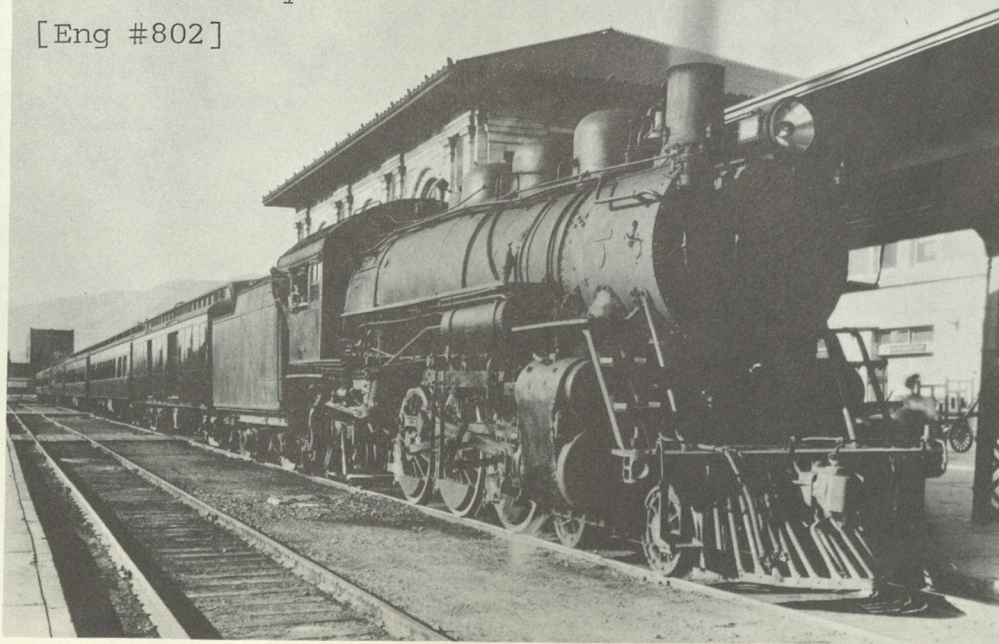


DENVER, COLORADO: UNION STATION

6 Railroads

This is a view from 17th Street looking towards the Denver Union Station about 1905 with the Mizpah or welcome arch framing the entrance.

Salt Lake City
[Eng #802]



OKM

and W. P. Passenger Station, Salt Lake City

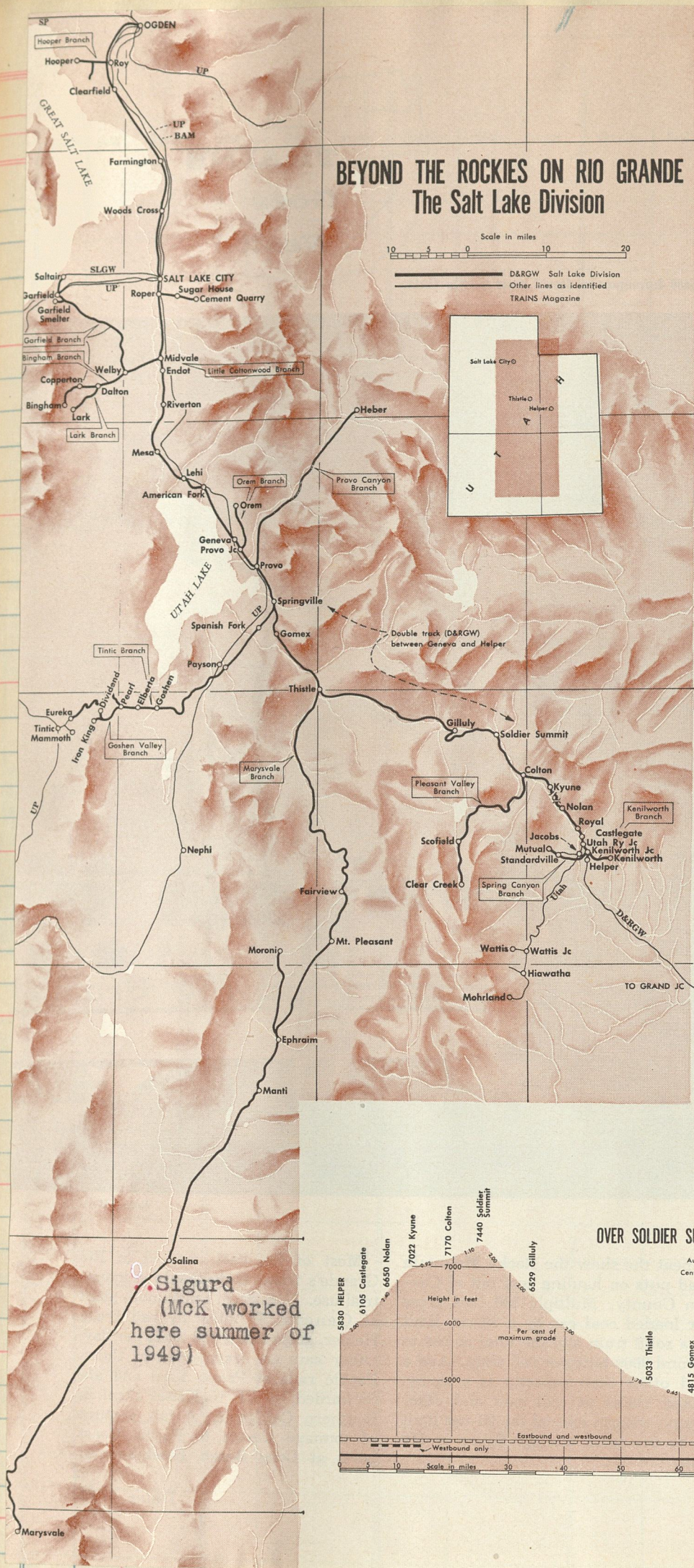


DENVER
Queen City of the Plains—Eastern Terminus of Denver & Rio Grande

1915



SALT LAKE CITY

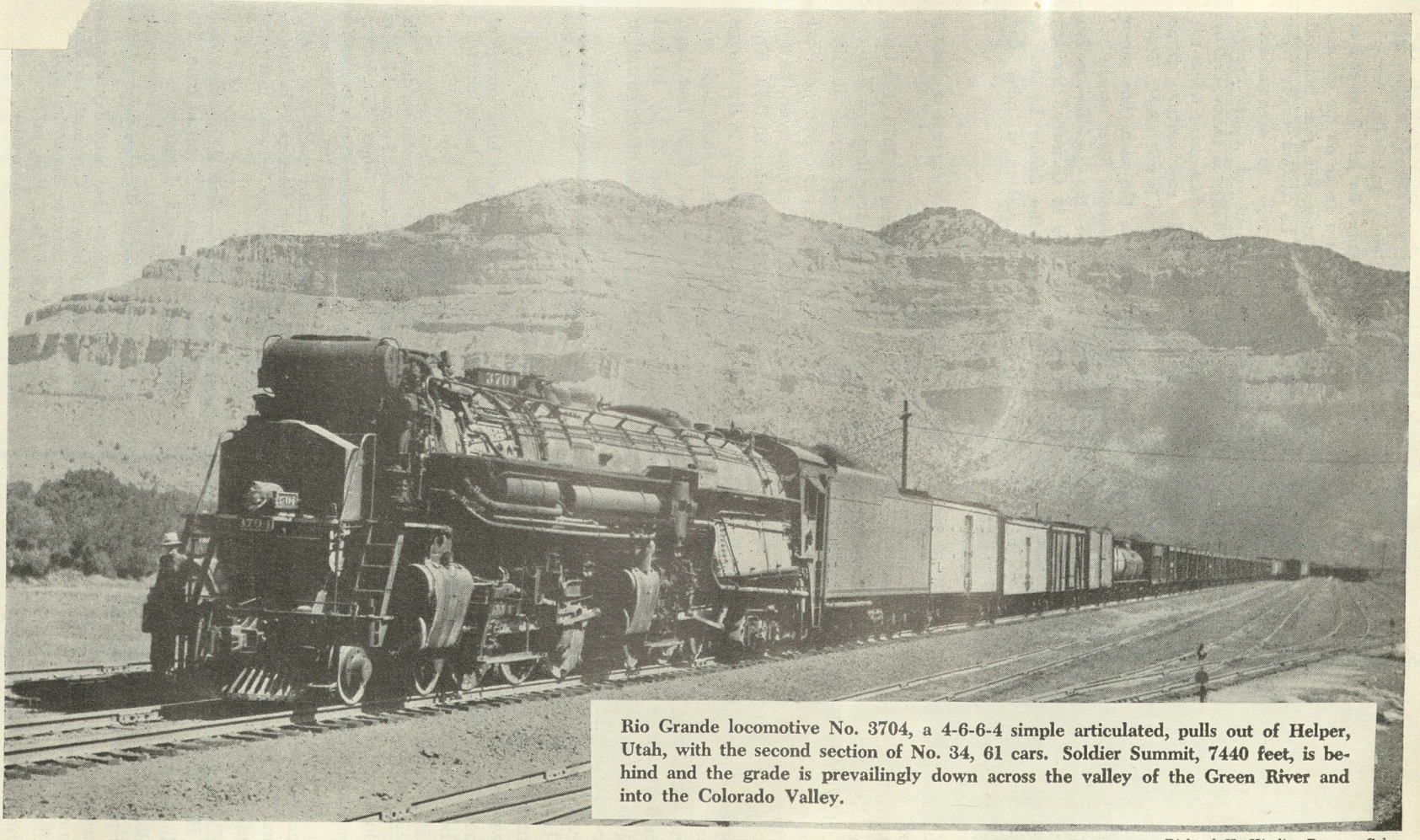
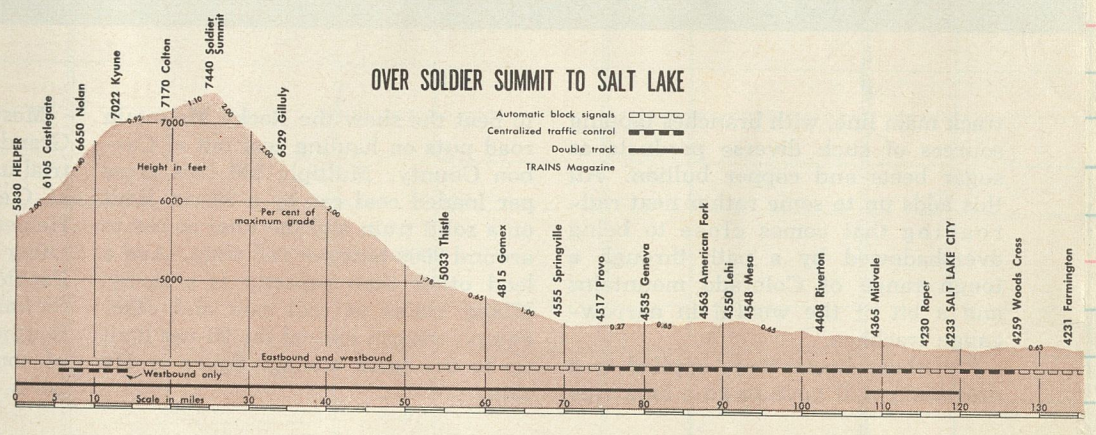


EAST of Thompson, Utah, one of the heaviest 4-6-6-4's ever built, Rio Grande 3703, rolls 57 cars back in June 1941.



at Salt Lake City

Railroad Photographs



Rio Grande locomotive No. 3704, a 4-6-6-4 simple articulated, pulls out of Helper, Utah, with the second section of No. 34, 61 cars. Soldier Summit, 7440 feet, is behind and the grade is prevailing down across the valley of the Green River and into the Colorado Valley.

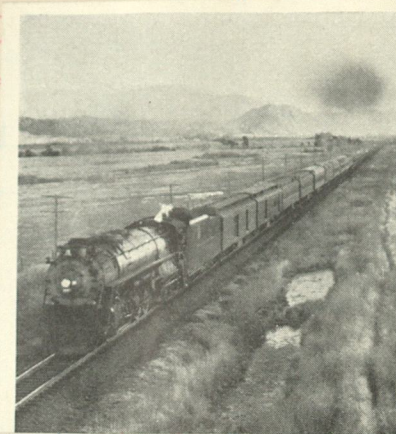
Richard H. Kindig, Denver, Colo.



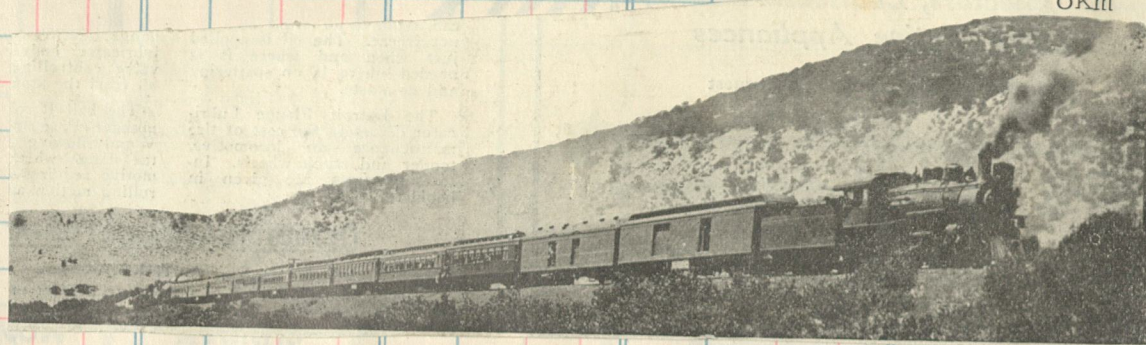
Crossing the Wasatch Range in Utah
Gilluly station is seen in the left foreground.



CUTTING OUT THE SOLDIER SUMMIT HUMP ON THE DENVER AND RIO GRANDE RAILWAY.
By this work a rise of 105, instead of 211 feet, per mile is secured.

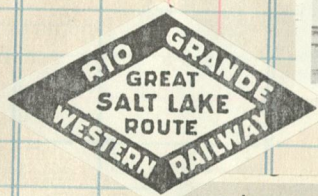
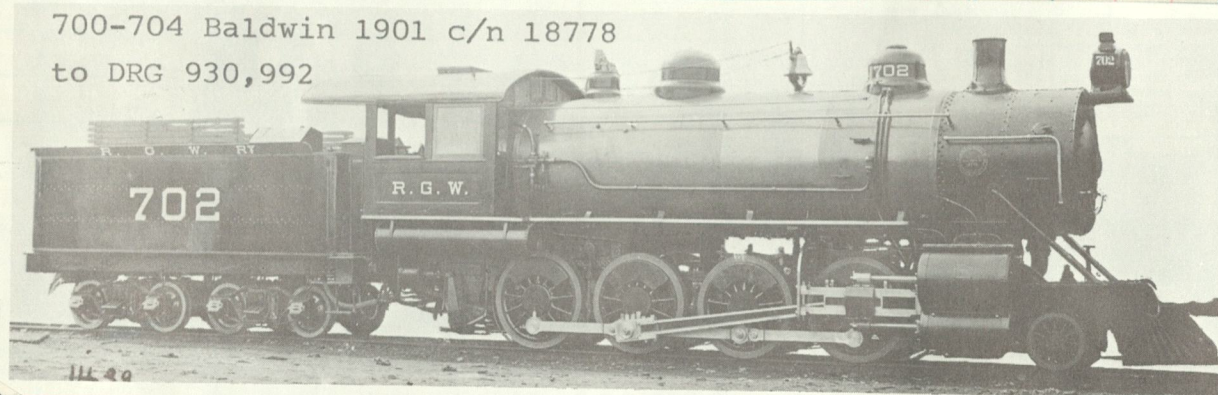


Another of photos taken by Harry Shieler on west side of Soldier Summit. See Pg 29. This is Trn #6, road engine is 4-6-0 #784 with a 2-8-8-2 as pusher. Date is July 10, 1913.

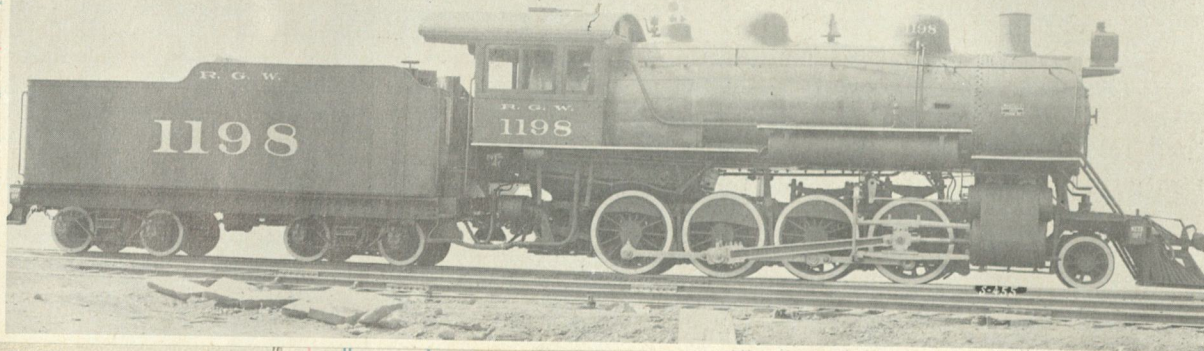


5948. D. & R. G. Train Crossing Soldiers Summit.
90 Miles East of Salt Lake City, Utah.

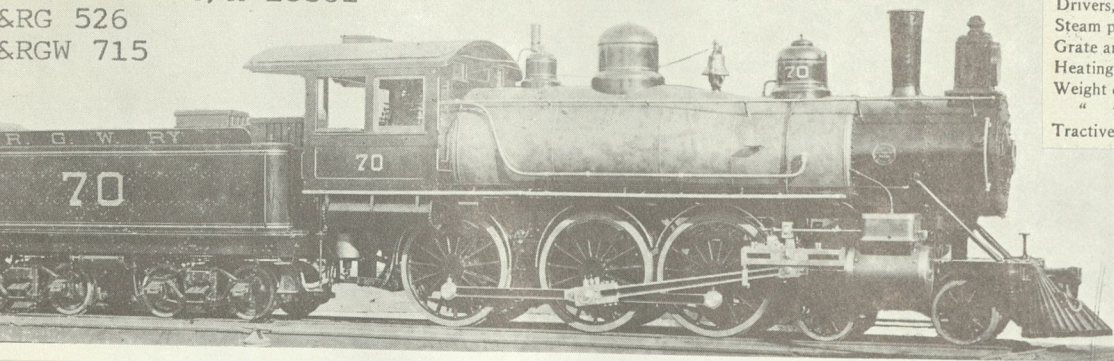
700-704 Baldwin 1901 c/n 18778
to DRG 930,992



Rio Grande Western, one of ten (1190-1199) delivered by Schen in 1906 c/n 40530 To D&RGW same number



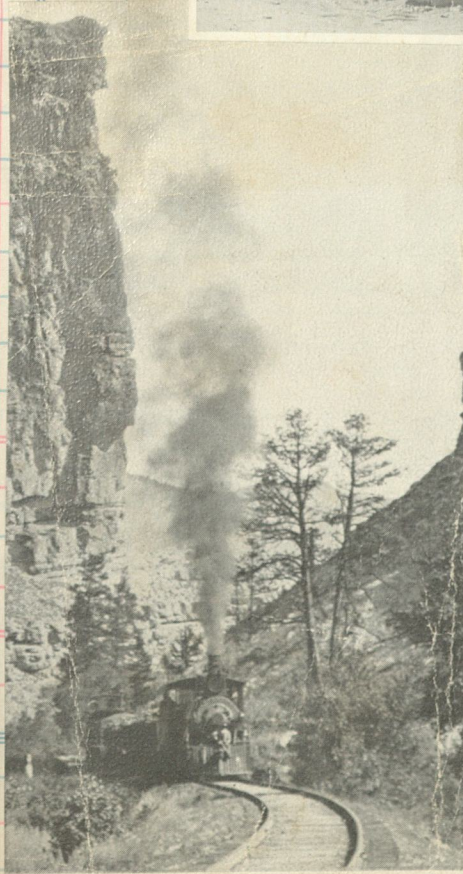
Baldwin 1898 c/n 15561
D&RG 526
D&RGW 715



Cylinders	19" x 26"
Drivers, diam.	67"
Steam pressure	185 lb.
Grate area	28.5 sq. ft.
Heating surface	2119 sq. ft.
Weight on drivers	113,500 lb.
" total engine	144,600 lb.
Tractive force	22,100 lb.



5573. Castle Gate, Utah

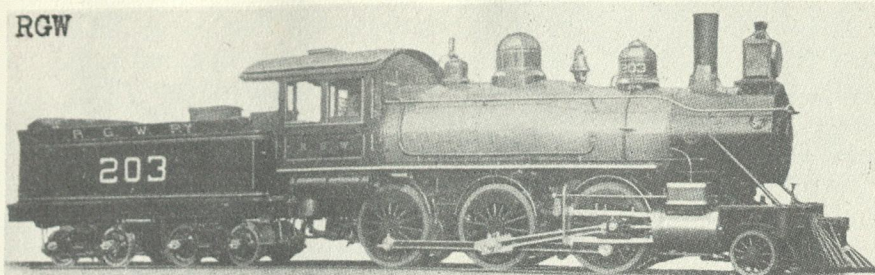


OKM
CASTLE GATE
In Price River Cañon, Utah



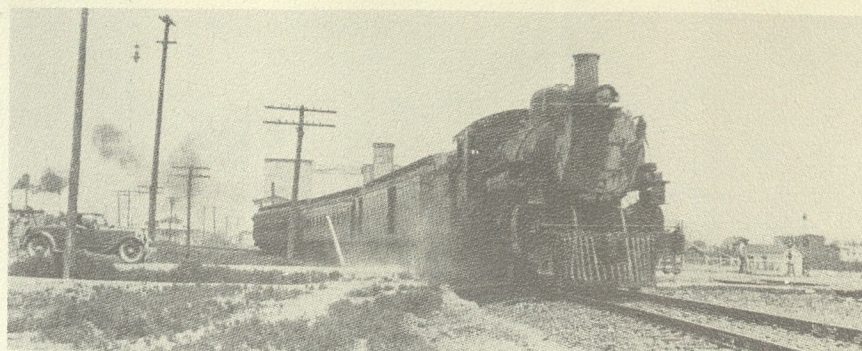
OKM

RGW



Cylinders
Drivers, diam. 26"
Steam pressure 200 lb.
Grate area 28.7 sq. ft.
Heating surface 2042 sq. ft.
Weight on drivers 122,200 lb.
" total engine 140,600 lb.
Tractive force 29,000 lb.

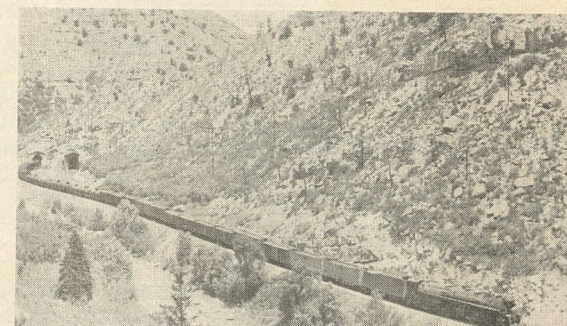
In 1897 Baldwin delivered four (200-203) Moguls to the Rio Grande Western. #203, c/n 15581, later was noed D&RG 943. In 1917 sold to Wyoming Ry.



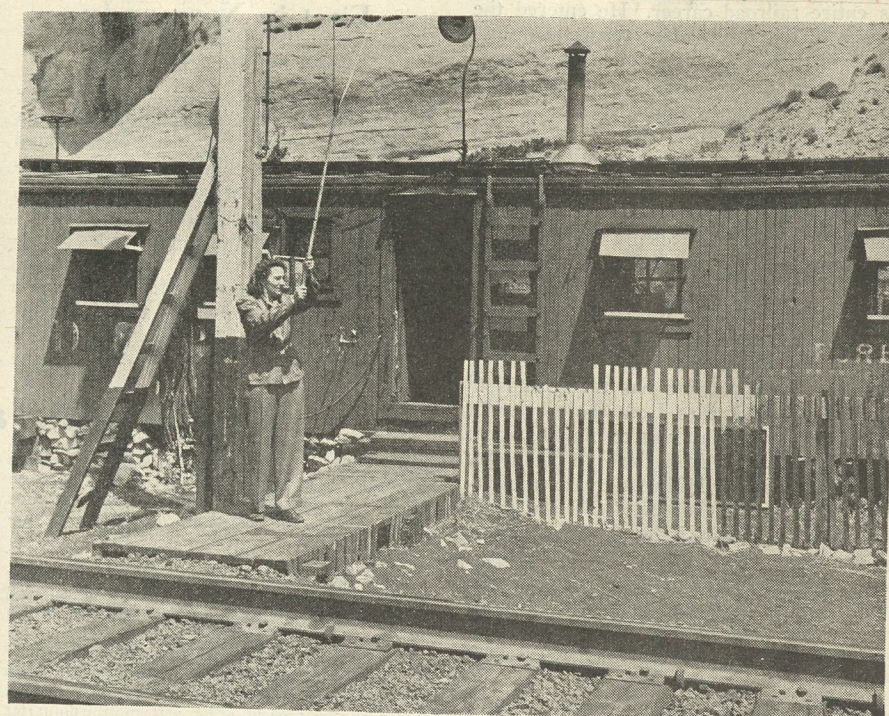
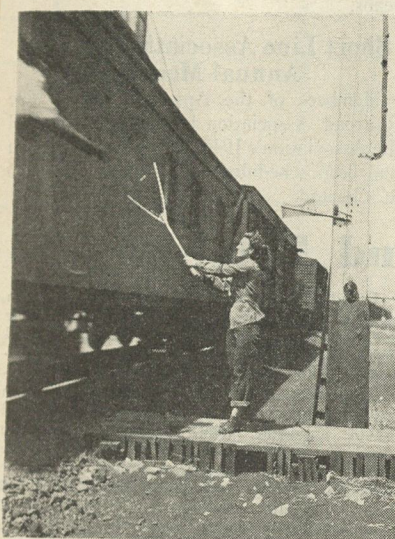
Train Number 15, Hauled by a Ten-wheeled Locomotive of Class T-29, Approaching Grand Junction



5572. Ruby Castle, Utah.
Near Colorado-Utah State Line.



R. H. Kindig.
EASTBOUND tonnage off Soldier Summit rolls down-grade past Kyune, Utah, behind 4-6-6-4 No. 3700.

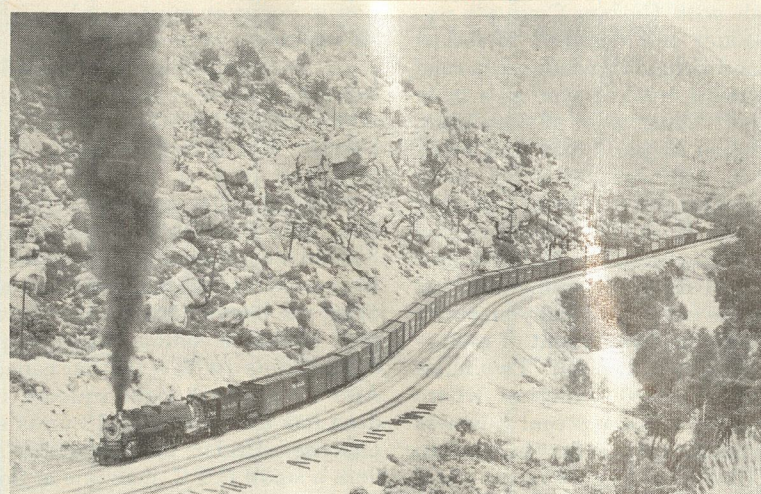


Woman Is Lone Telegrapher in Isolated Ruby Canyon

Denver & Rio Grande Western Photos

Mrs. Ella M. Davis, who became a student telegrapher on the D. & R. G. W., at Thompson, Utah, in February, and served briefly at Mounds, Utah, and Minturn, Colo., before taking over her husband's work at this telegraph station—Utahline, Ruby, Canyon, Colo.—thus relieving him for more critical work at another point, is here shown handing up a train order to the conductor of a freight train. Regular trains do not stop at this point, and food and drinking water must be brought in by section workers. Though she works the regular day shift, Mrs. Davis is "on call" to receive and transmit orders at all hours. The box car, shown above, is her home. It is just four yards from the through tracks, and beyond them is the Colorado river. A sheer cliff rises at the rear of the station.

1944



R. H. Kindig.

^This was the scene at Kyune, Utah, on June 30, 1941, as 2-10-2's fore and aft grappled with a westbound extra on Soldier Summit at 10 miles per hour.



Richmond 1900
300-303
to D&RG #902

Rio Grande Western standard-gauge 2-8-0 No. 302 at Thistle, Utah
PHOTO BY GEORGE ANDERSON—COLLECTION OF HORACE RUGG

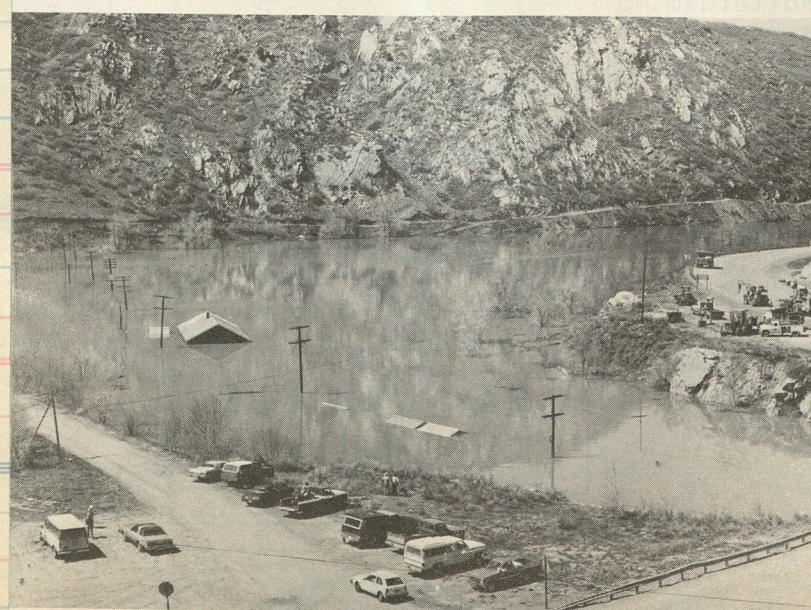
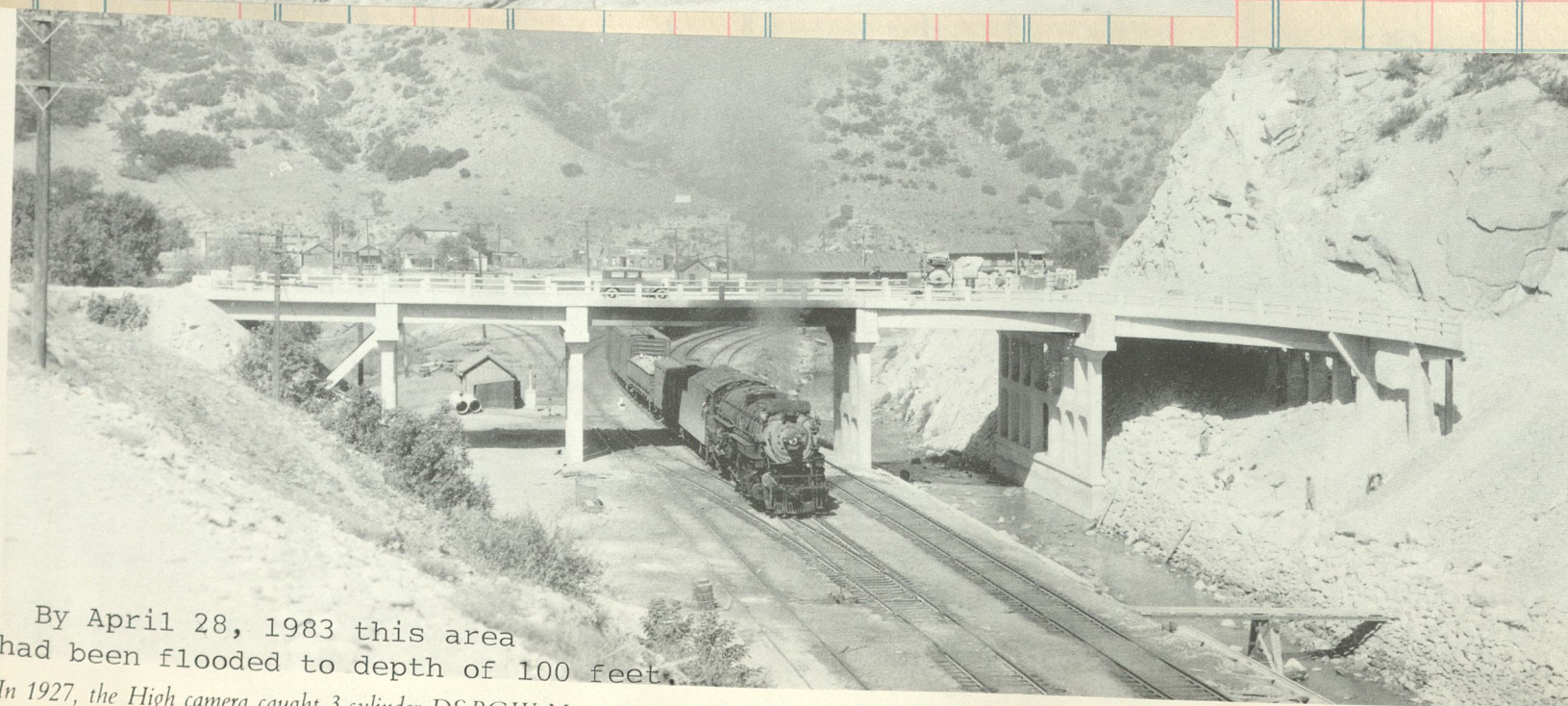


Just east of Thistle



Richard Steinheimer.

When Thistle vanished



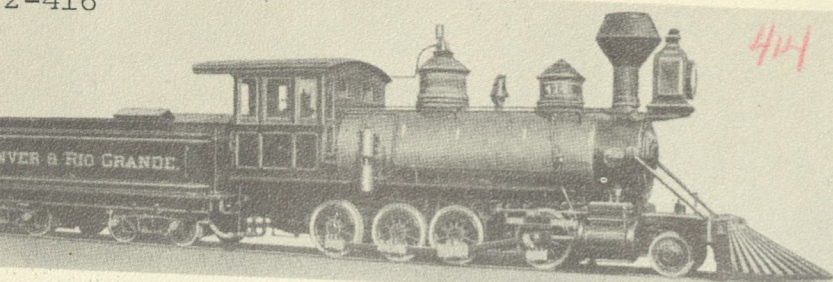
Steven W. Belmont.

THISTLE in 1952, with Utah Railway 2-10-2 as helper, and April 17, 1983, with Rio Grande/Utah main line submerged.

By April 28, 1983 this area had been flooded to depth of 100 feet.
In 1927, the High camera caught 3-cylinder D&RGW Mountain 1607 blasting out of Thistle, Utah with an eastbound

CUT HERE
To Make
Short Sheet

The first standard gauge engines 2-416

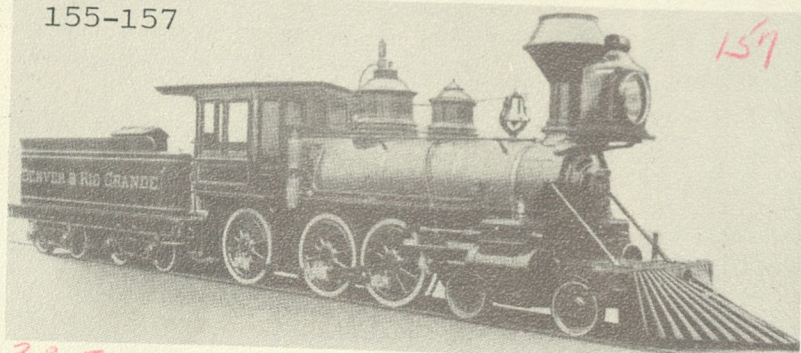


Standard Gauge Consolidation Type Locomotive, Built by The Baldwin Locomotive Works, 1881

Cylinders 16" x 20"
Drivers, diam. 36"
Steam pressure 130 lb.
Grate area 21.6 sq. ft.
Heating surface 950 sq. ft.
Weight on drivers 59,100 lb.
" total engine 68,500 lb.
Tractive force 15,750 lb.

c/n 5857, renoed #552. Reblt as 0-8-0T and noed 802

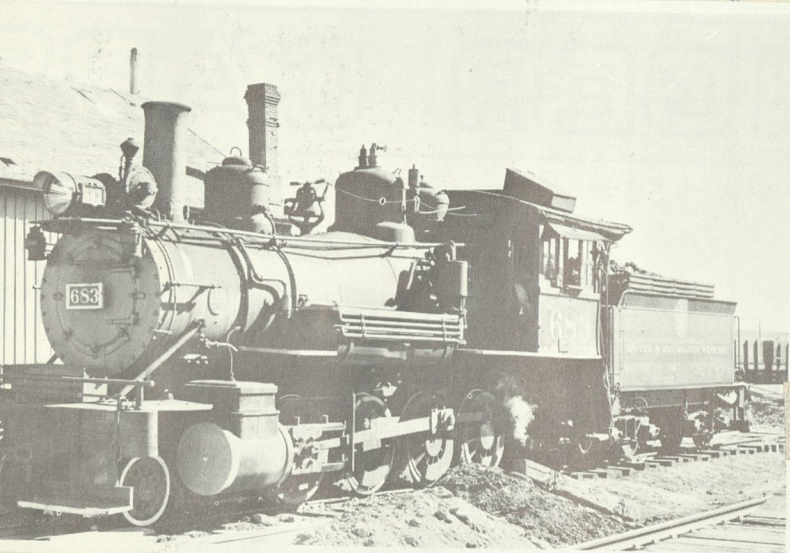
155-157



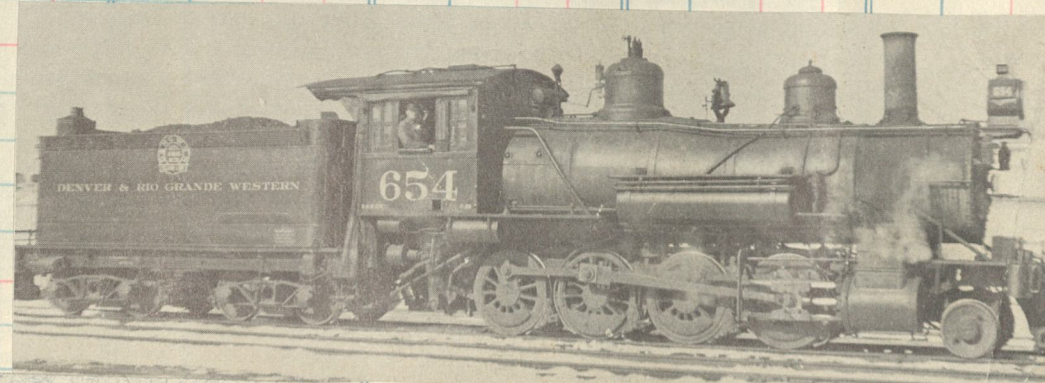
Standard Gauge Ten-wheeled Locomotive, Built by The Baldwin Locomotive Works, 1881 c/n 5949

14" x 20"
45"
130 lb.
10 sq. ft.
576 sq. ft.
38,800 lb.
54,600 lb.
9650 lb.

ned "Salida" and
er "Uncle Sam"

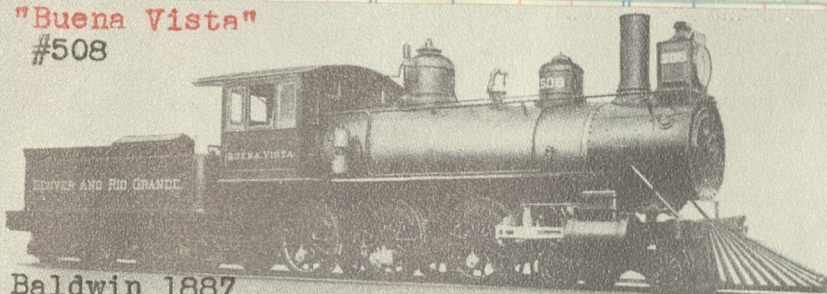


lt as #583 by Baldwin c/n 11207, in 1890
noed #683 in 1924. This foto shows her as
ard engine at Leadville. Sold to S.L.V.S.
6 in 1947, retired 1955. Purchased by
orado Railroad Museum in 1963.



The 654 was blt by Baldwin in 1890 as R.G.W. #135, c/n 10479
Later D&RG 614 and then D&RGW 654. Retired in 1934

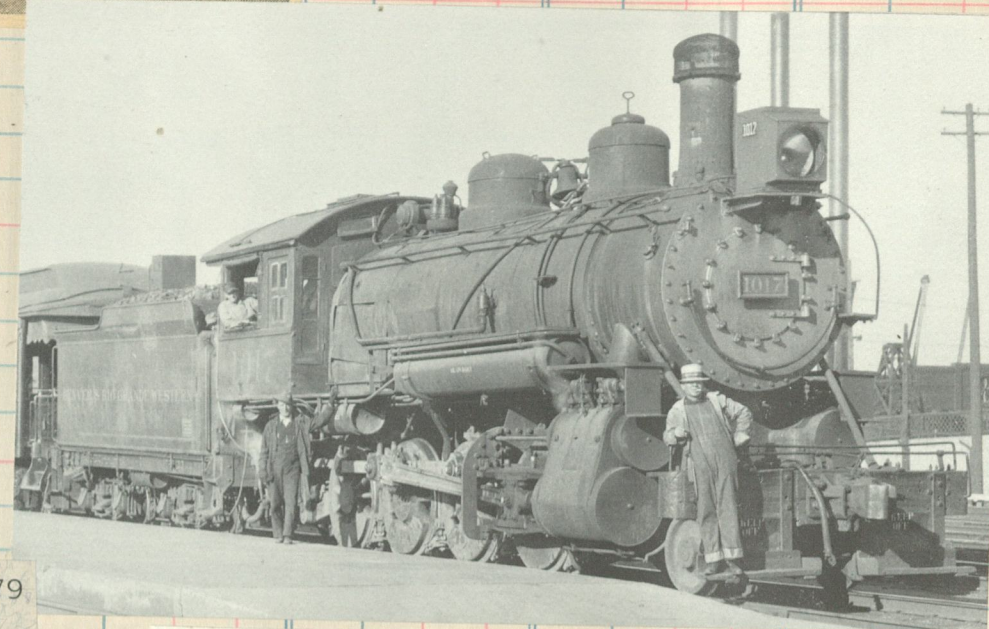
"Buena Vista"
#508



Baldwin 1887

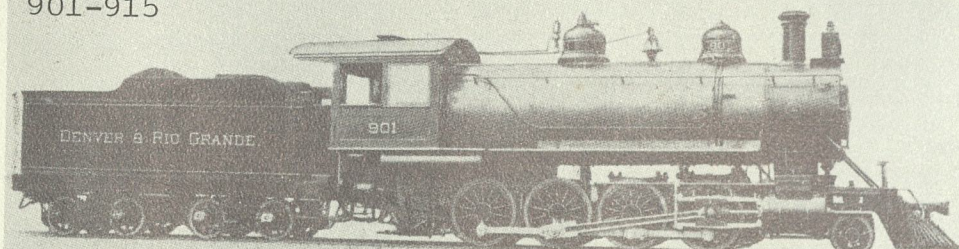
Cylinders 18" x 24"
Drivers, diam. 54"
Steam pressure 140 lb.
Grate area 23.3 sq. ft.
Heating surface 1834 sq. ft.
Weight on drivers 76,540 lb.
" total engine 100,850 lb.
Tractive force 17,200 lb.

Locomotives of this class (T-18),
with steam pressure increased to 160
lb., were in service until very recently.
c/n 8883



Originally built as a compound by Baldwin in 1902
and was noed 1117 [c/n 20698]. Reblt and renoed
1017 and shown here, c 1925, as a yard engine at
Denver coach yard.

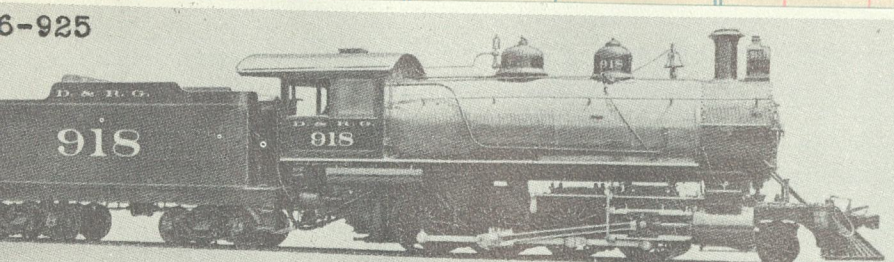
901-915



Consolidation Type Locomotive, Class C-41, Built by The Baldwin Locomotive Works, 1900

c/n 18180

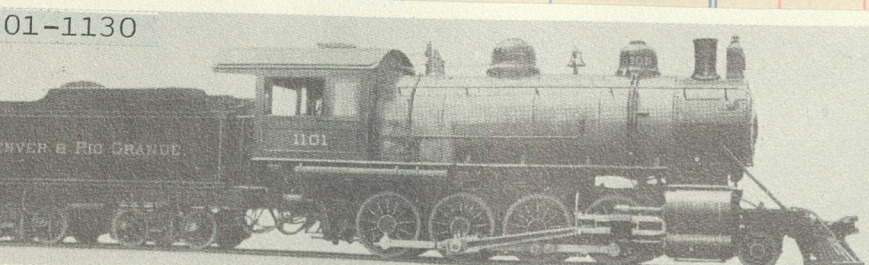
ders 22" x 28"
rs, diam. 54"
n pressure 200 lb.
n area 34.9 sq. ft.
ng surface 2792 sq. ft.
nt on drivers 164,700 lb.
total engine 183,800 lb.
ive force 42,700 lb.
ass C-41
noed 950-964



Consolidation Type Locomotive, Class C-39, Built by The Baldwin Locomotive Works, 1905

Cylinders 22" x 28"
Drivers, diam. 56"
Steam pressure 200 lb.
Grate area 33.6 sq. ft.
Heating surface 3030 sq. ft.
Weight on drivers 179,000 lb.
" total engine 200,000 lb.
Tractive force 41,200 lb.

c/n 26039

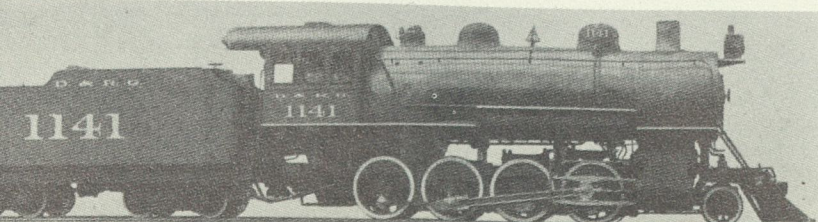


Compound Consolidation Type Locomotive, Built by The Baldwin Locomotive Works, 1902

c/n 20519

Cylinders 17" x 28" x 28"
Drivers, diam. 54"
Steam pressure 200 lb.
Grate area 46.7 sq. ft.
Heating surface 2769 sq. ft.
Weight on drivers 164,120 lb.
" total engine 183,920 lb.
Tractive force (compound) 43,200 lb.

Now fitted with single
expansion cylinders and
superheater, as engine 1013,
illustrated on page 21.

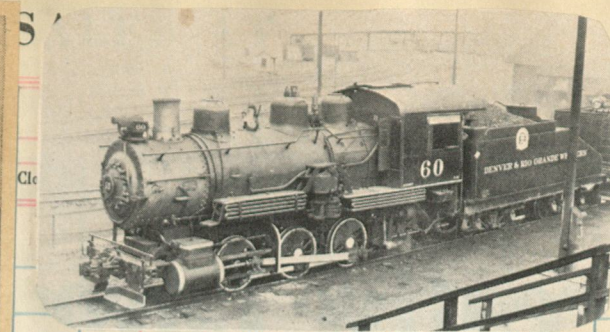
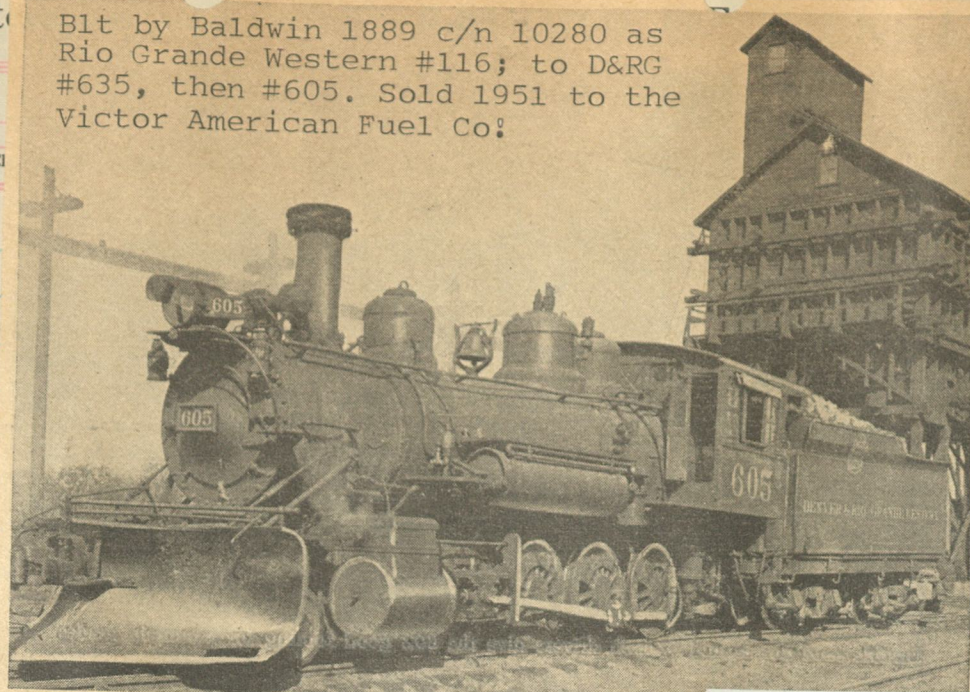


Consolidation Type Locomotive, Built by the American Locomotive Company, 1906

Cylinders 23" x 28"
Drivers, diam. 57"
Steam pressure 190 lb.
Grate area 49 sq. ft.
Heating surface 3346 sq. ft.
Weight on drivers 192,000 lb.
" total engine 216,000 lb.
Tractive force 42,000 lb.

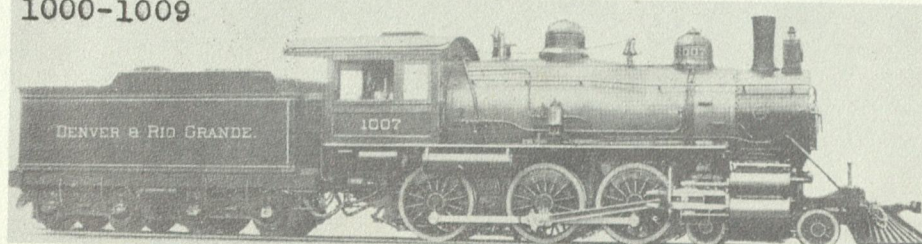
Schenectady
c/n 39328

Blt by Baldwin 1889 c/n 10280 as
Rio Grande Western #116; to D&RG
#635, then #605. Sold 1951 to the
Victor American Fuel Co!

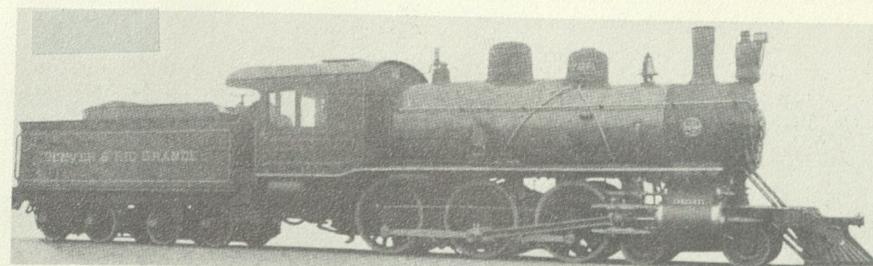


#60 was one of the few yard
engines on the roster. Blt
at Schenectady 1909 as # 841,
c/n 46508

1000-1009



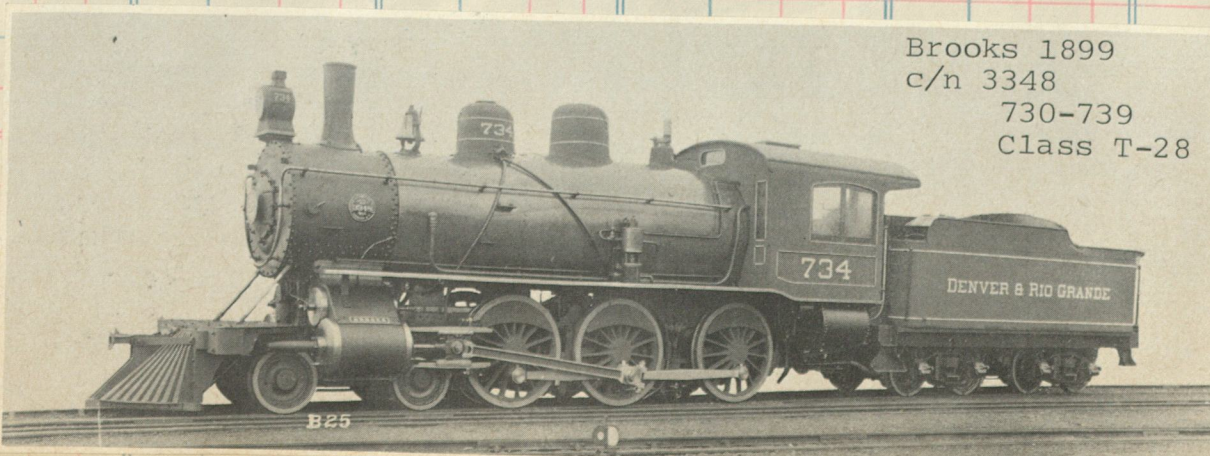
Renoed 750-759 c/n 20412
Compound Ten-wheeled Locomotive, Built by The Baldwin Locomotive Works, 1902



720-729
Ten-wheeled Locomotive, Built by the Brooks Locomotive Works, 1899

Cylinders 21" x 26"
Drivers, diam. 63"
Steam pressure 210 lb.
Grate area 33.5 sq. ft.
Heating surface 2422 sq. ft.
Weight on drivers 124,000 lb.
" total engine 160,000 lb.
Tractive force 32,500 lb.

Cylinder diameter subse-
quently reduced to 20".



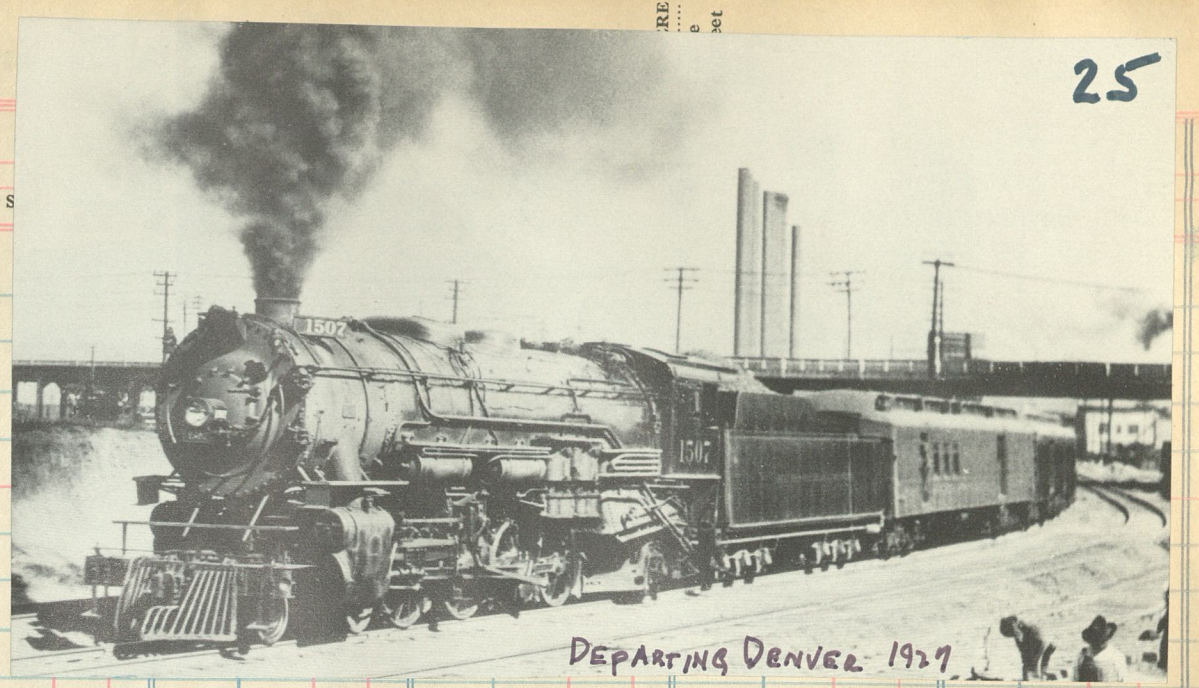
Brooks 1899
c/n 3348
730-739
Class T-28



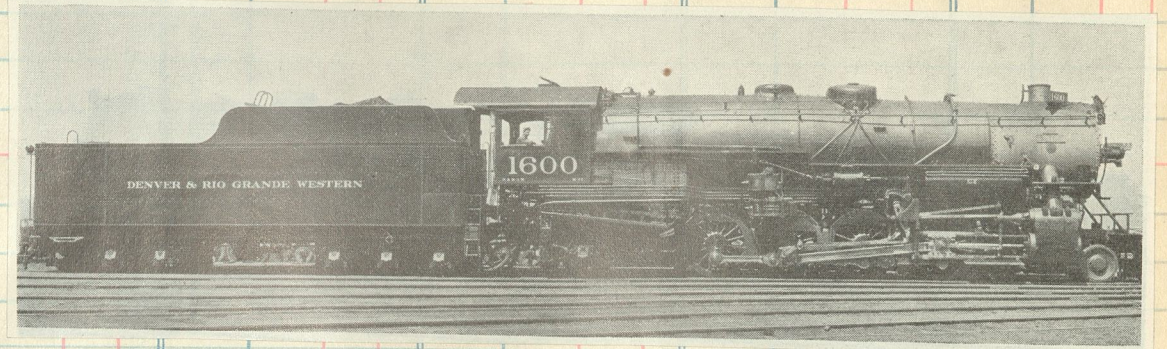
1511-1520
Brooks 1923
c/n 64294

The 1517, a rugged 4-8-2, exits the east portal of the tunnel atop Tennessee Pass with second section of time freight #36

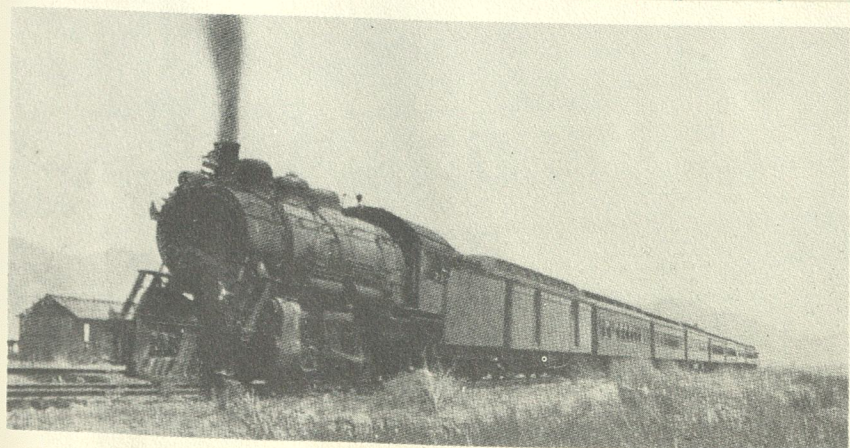
Engs 1516 & 1706 digging in for the heavy climb up to Moffat Tunnel with No.5, The "Exposition Flyer". Near Leyden Colo.



DEPARTING DENVER 1927



3 cyl 4-8-2 south of Denver with Trn #1, August 15, 1926



Train Number 7, the Westbound Panoramic Special, at a Meeting Point near Salida
The locomotive is a Mikado Type, Class K-55.

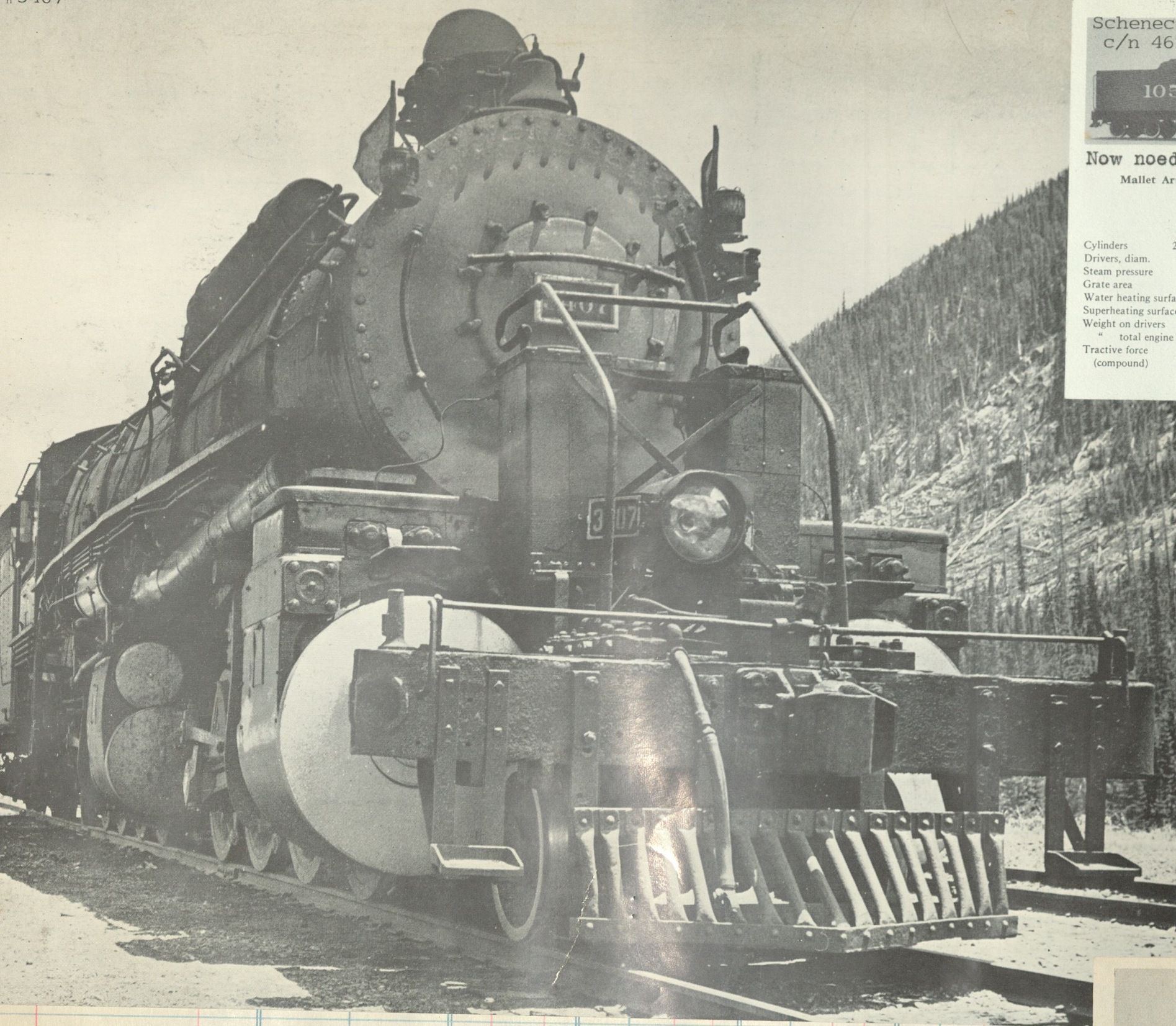


Colorado National Monument Near Grand Junction



COLORADO RIVER VALLEY BELOW PALISADE.

Since the waters of Colorado River have been diverted in Palisade Canyon and carried out on the level land below, the valley has been developed into a paradise of orchards and well-tilled fields. Photograph furnished by the Denver & Rio Grande Western Railroad.

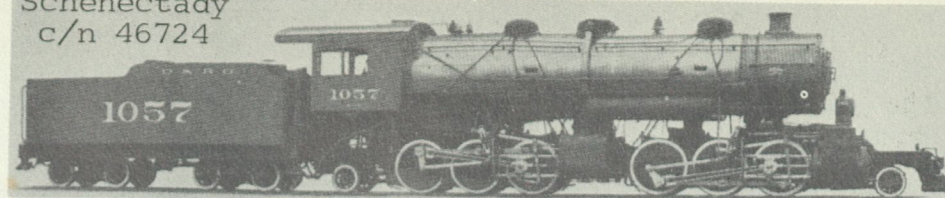


J. W. Maxwell photograph

TANDEM ON THE COLORADO HILLS

These two articulated giants of the Denver and Rio Grande Western—note the arrangement of the high and low pressure cylinders on the helper—are battling the grade at Lincoln Hills, Colorado, with forty-eight cars of merchandise behind them. Their twin exhausts against the mountain background of rocks and spruce make a dramatic study in western railroading.

Schenectady
c/n 46724

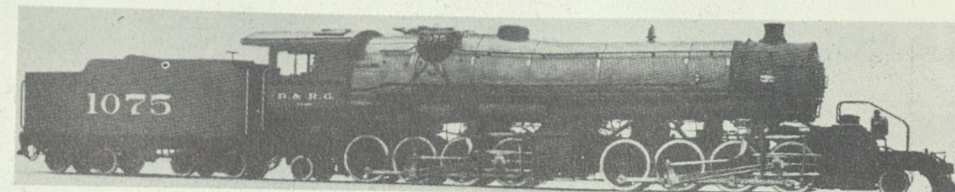


Now noed 3300-3307

Mallet Articulated Compound Locomotive, Class L-62, Built by the American Locomotive Company, 1910

Cylinders 26" & 40" x 32"
Drivers, diam. 57"
Steam pressure 200 lb.
Grate area 80.3 sq. ft.
Water heating surface 5170 sq. ft.
Superheating surface 998 sq. ft.
Weight on drivers 394,000 lb.
" total engine 458,000 lb.
Tractive force (compound) 93,400 lb.

Photo furnished by American Locomotive Co.



Now 3400-3415 Schenectady c/n 52053

Mallet Articulated Compound Locomotive, Class L-95, Built by the American Locomotive Company, 1913

Cylinders 20 1/2" & 33" x 32"
Drivers, diam. 57"
Steam pressure 210 lb.
Grate area 54.4 sq. ft.
Heating surface 4144 sq. ft.
Weight on drivers 291,500 lb.
" total engine 335,000 lb.
Tractive force (compound) 66,600 lb.

Locomotives of this class are now fitted with superheaters.

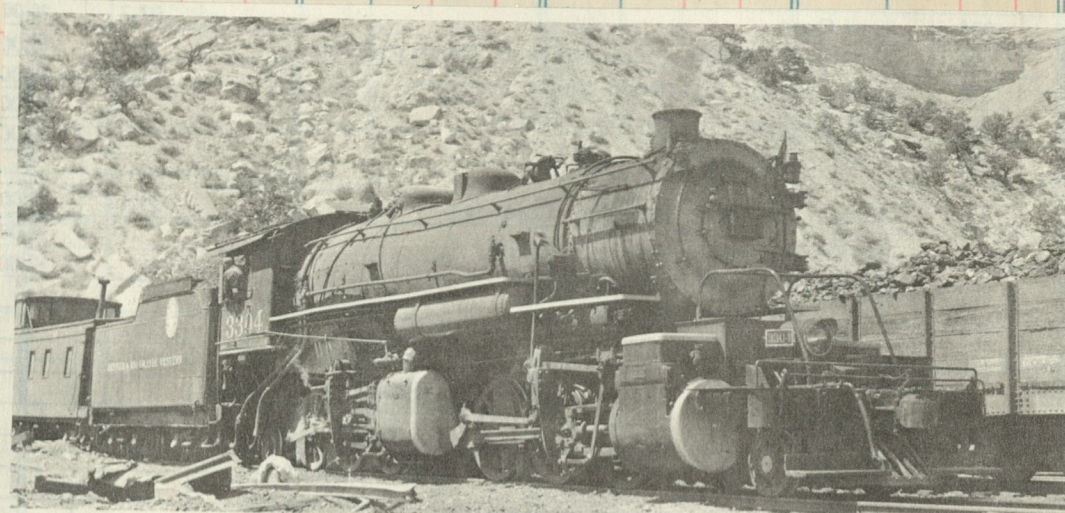
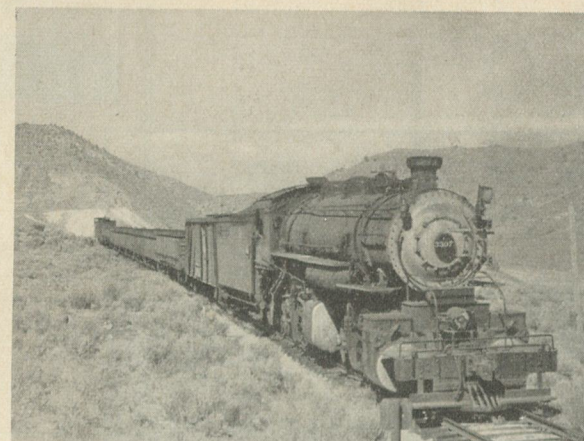
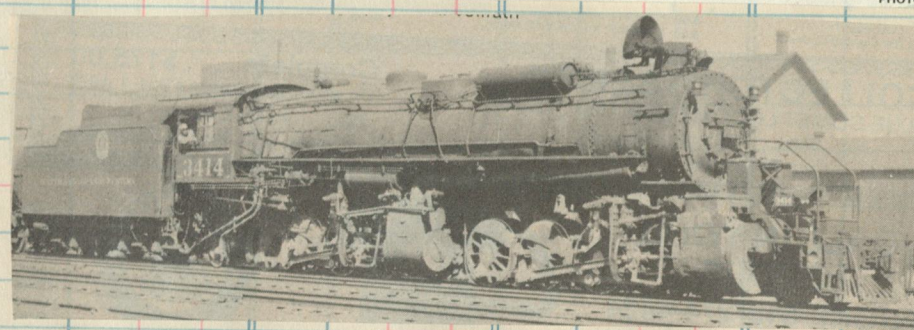


PHOTO BY R. H. KINDIG

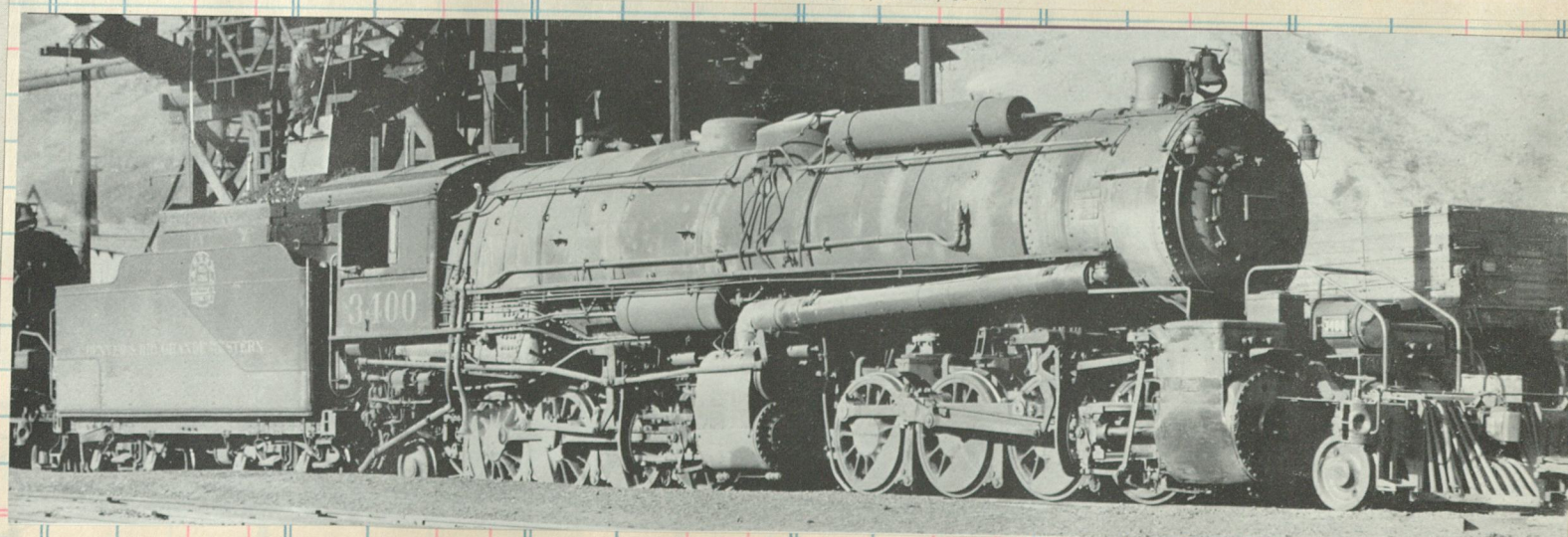


R. H. Kindig, 3831 Perry St., Denver, Colo.

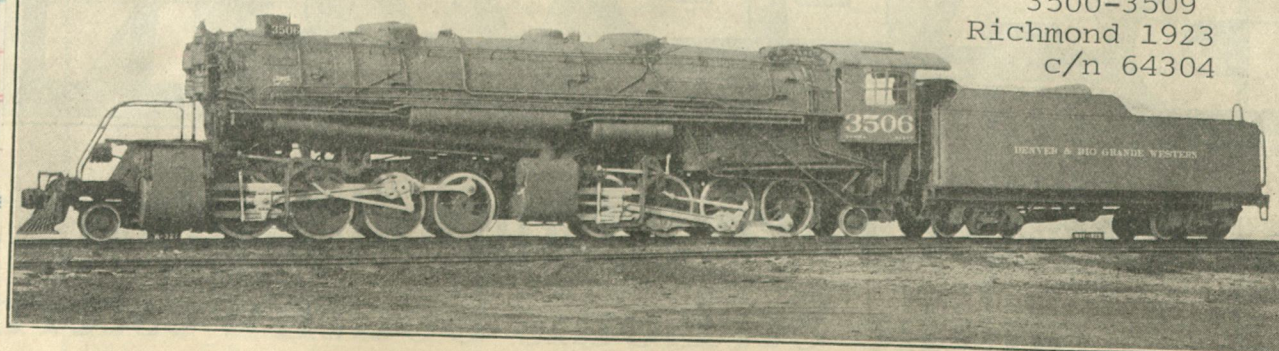
D&RGW true Mallet.

A true Mallet is an articulated locomotive with huge cylinders driving one of the engines with exhaust steam from the other. This 31-year-old 2-6-6-2 is crossing the Eureka summit with empty gondolas from the smelters near Salt Lake City. Tintic Loop is in the distant canyon.

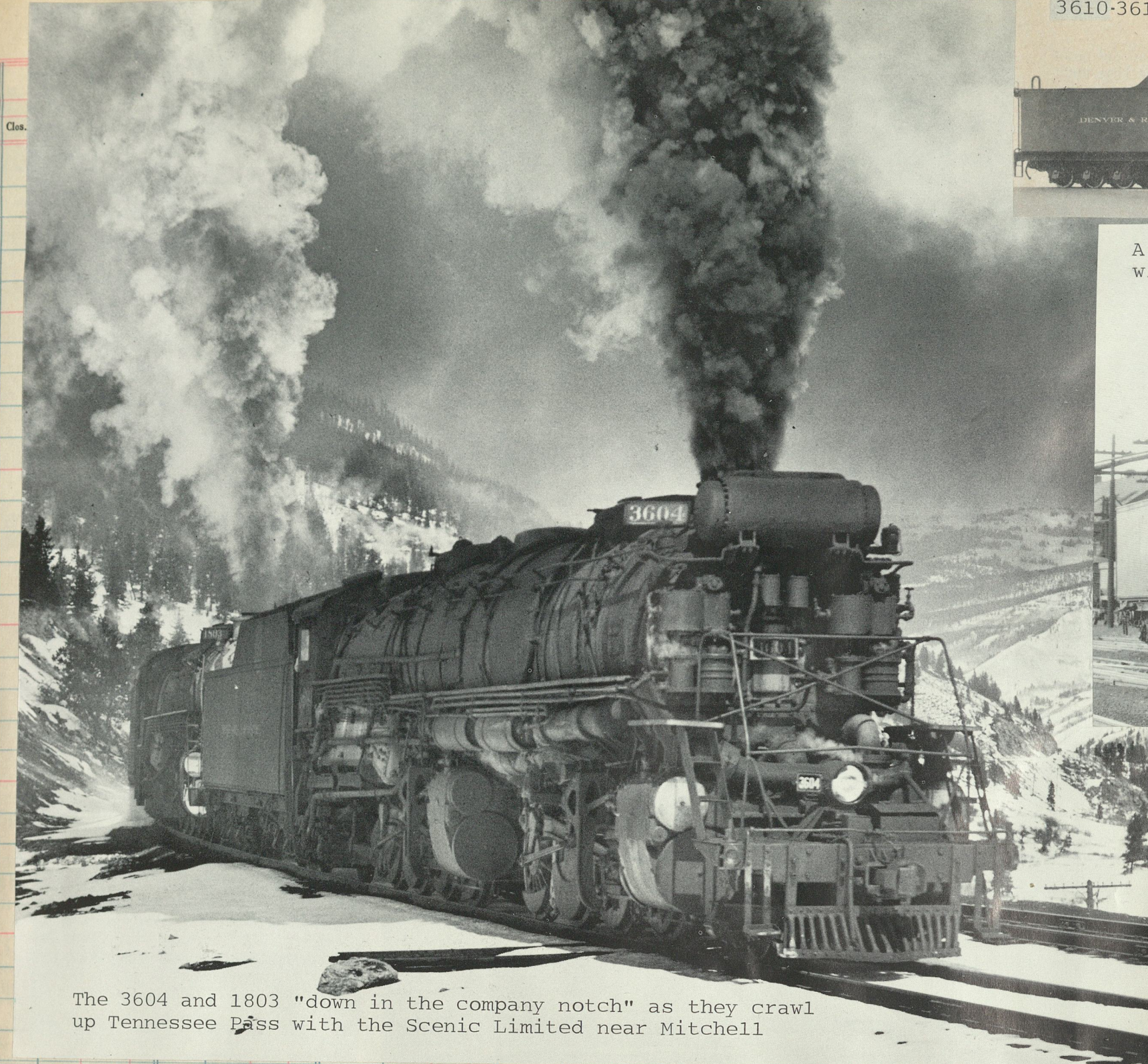
Tintic, Utah



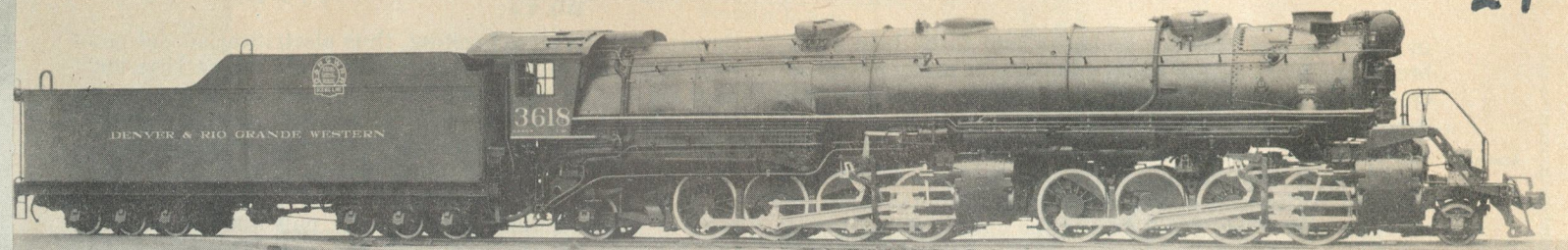
3500-3509
Richmond 1923
c/n 64304



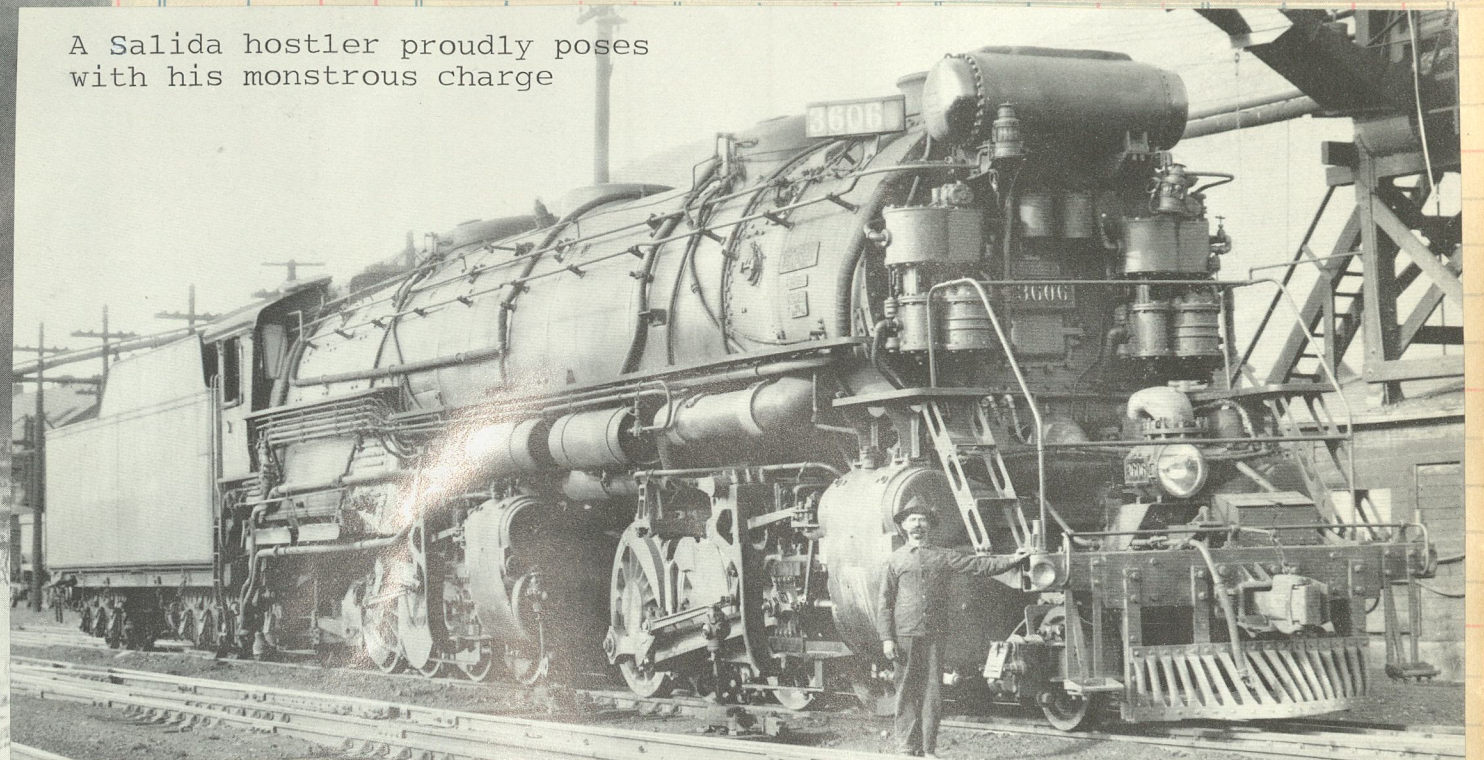
One of 10 new Mallets on the Denver & Rio Grande Western—all Duplex Stoker-fired.



The 3604 and 1803 "down in the company notch" as they crawl up Tennessee Pass with the Scenic Limited near Mitchell

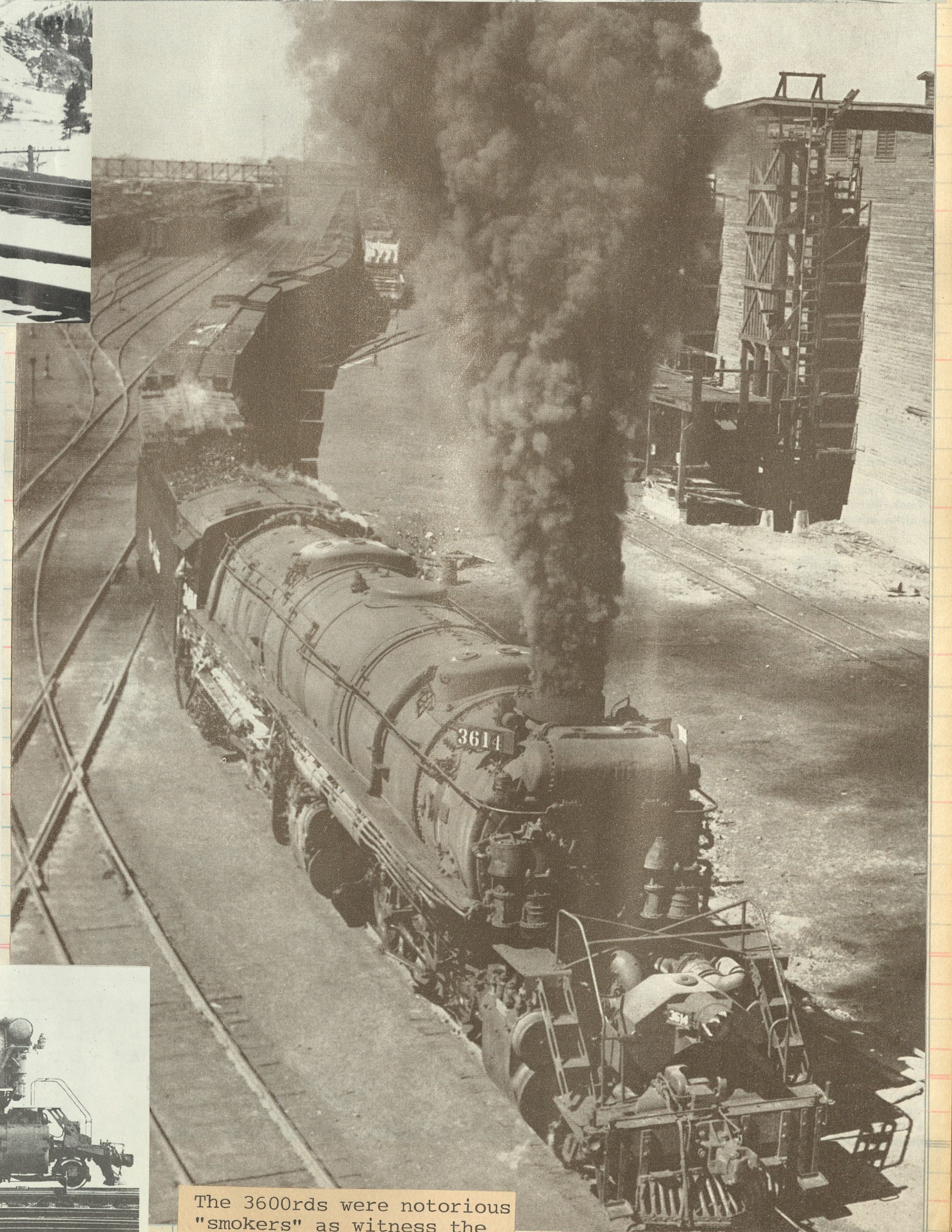
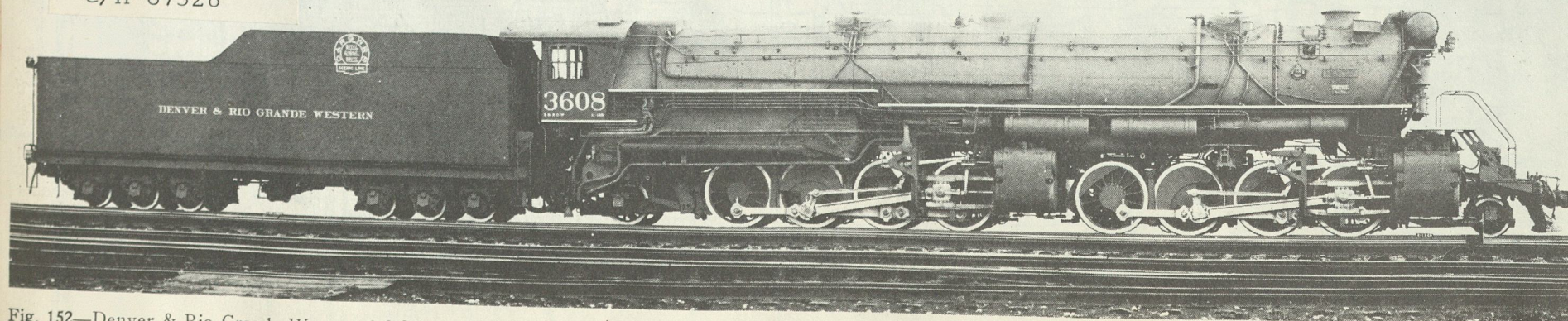


A Salida hostler proudly poses with his monstrous charge

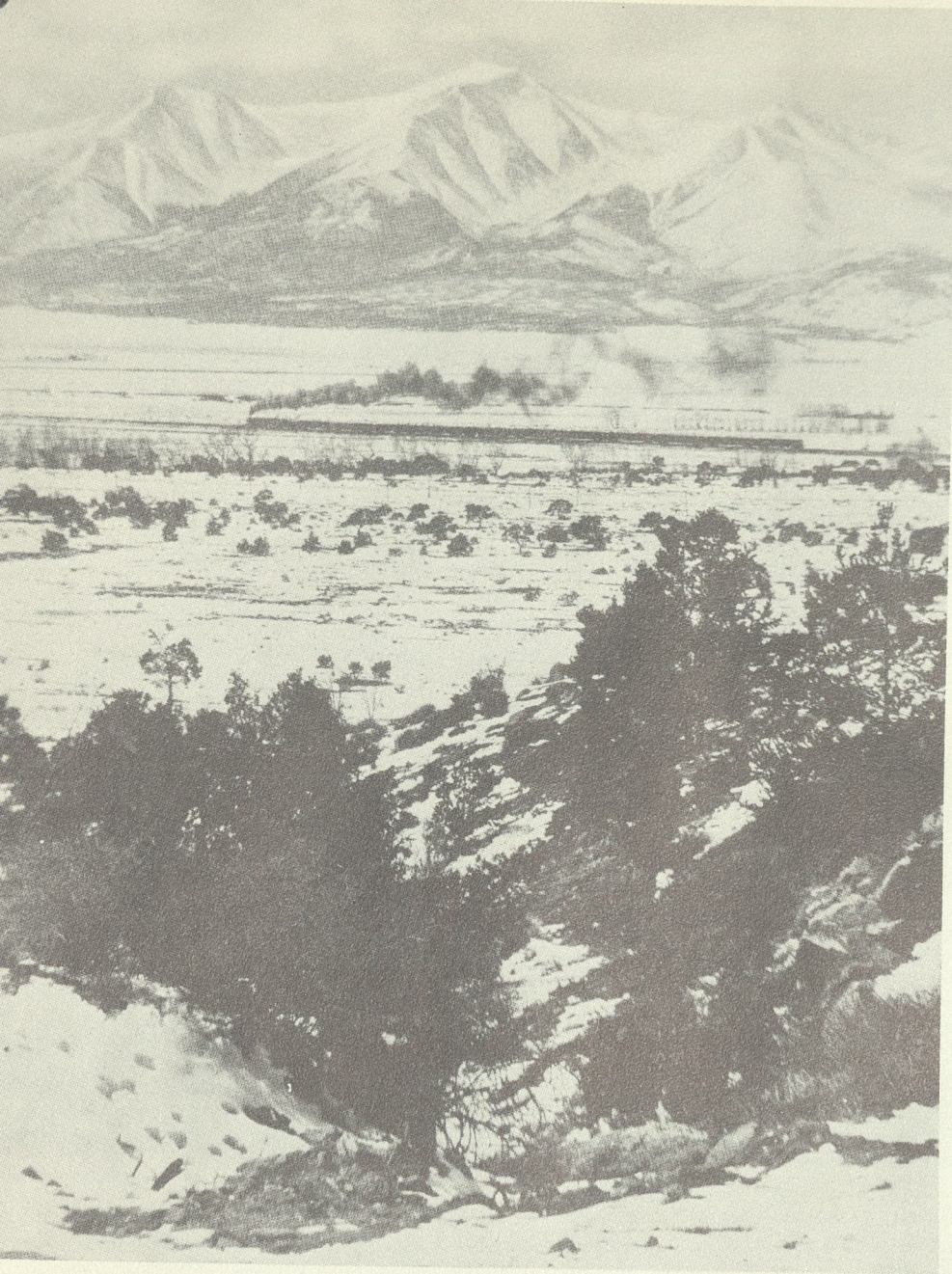


Going up the Front Range [on D&SL trackage] with thirty six cars.

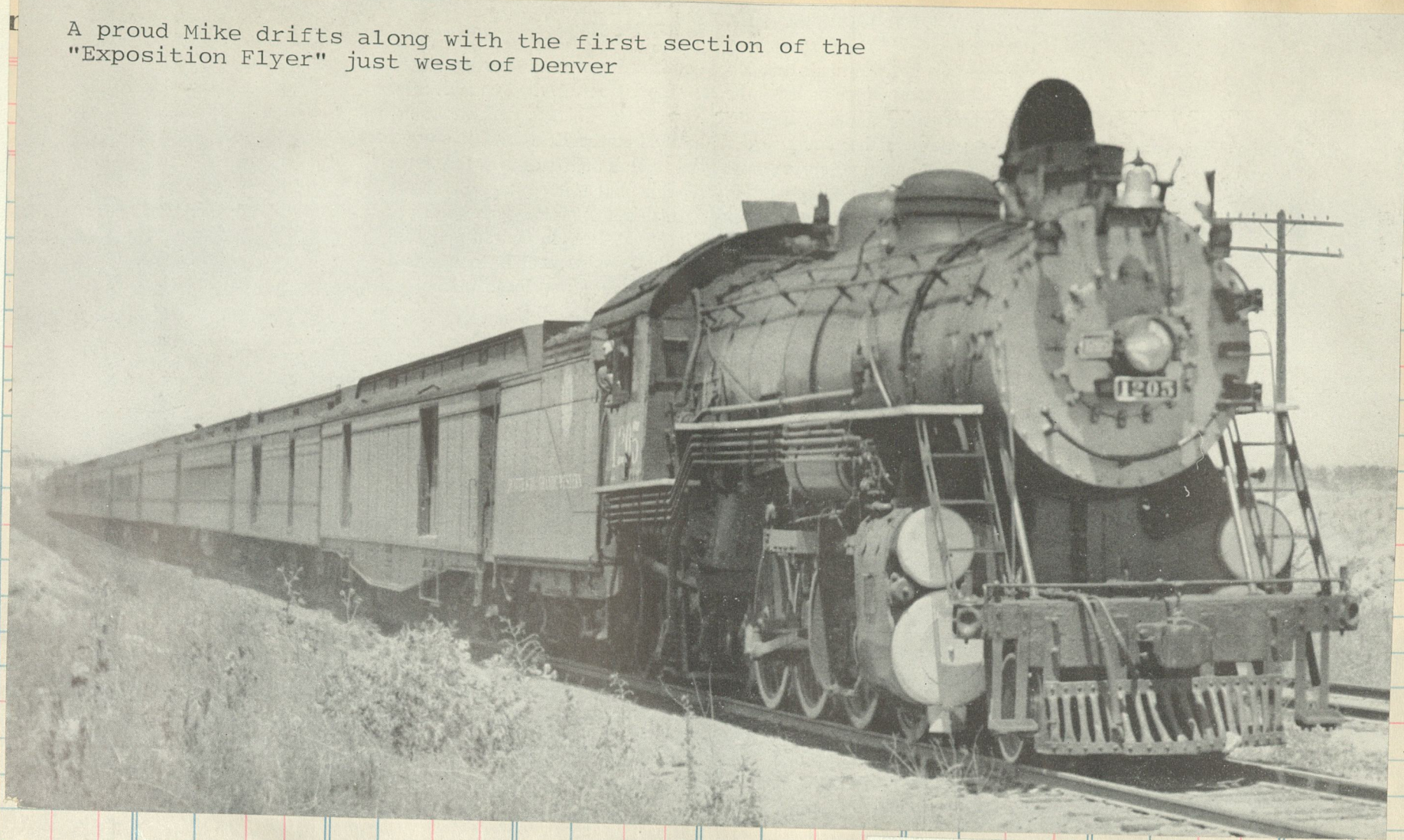
3600-3609
Brooks 1927
c/n 67328



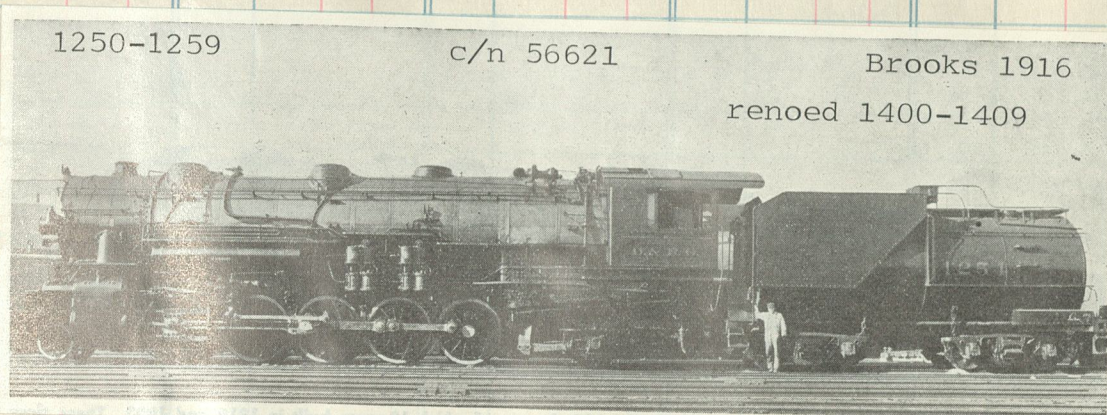
The 3600rds were notorious "smokers" as witness the 3614 as she departs the Salt Lake yard.



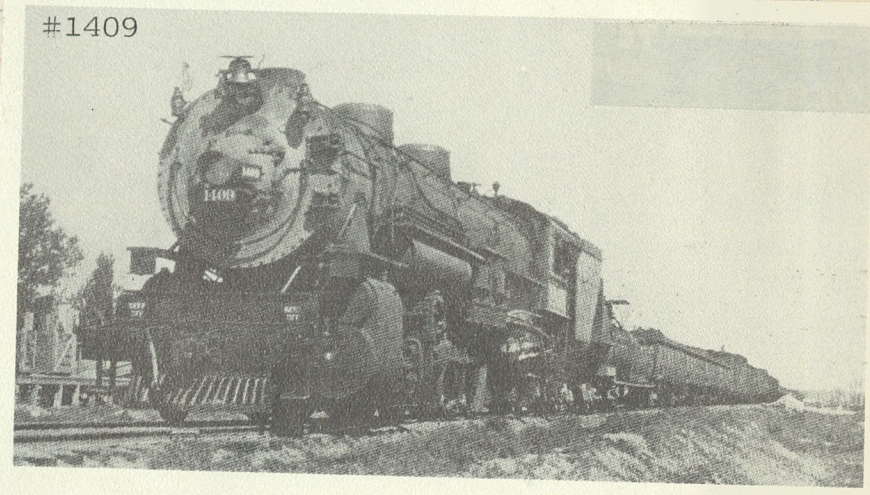
On the Main Line of the Denver & Rio Grande Western Near Buena Vista, Colorado, With Mount Princeton in the Background
The train is No. 2, the east-bound Scenic Limited.



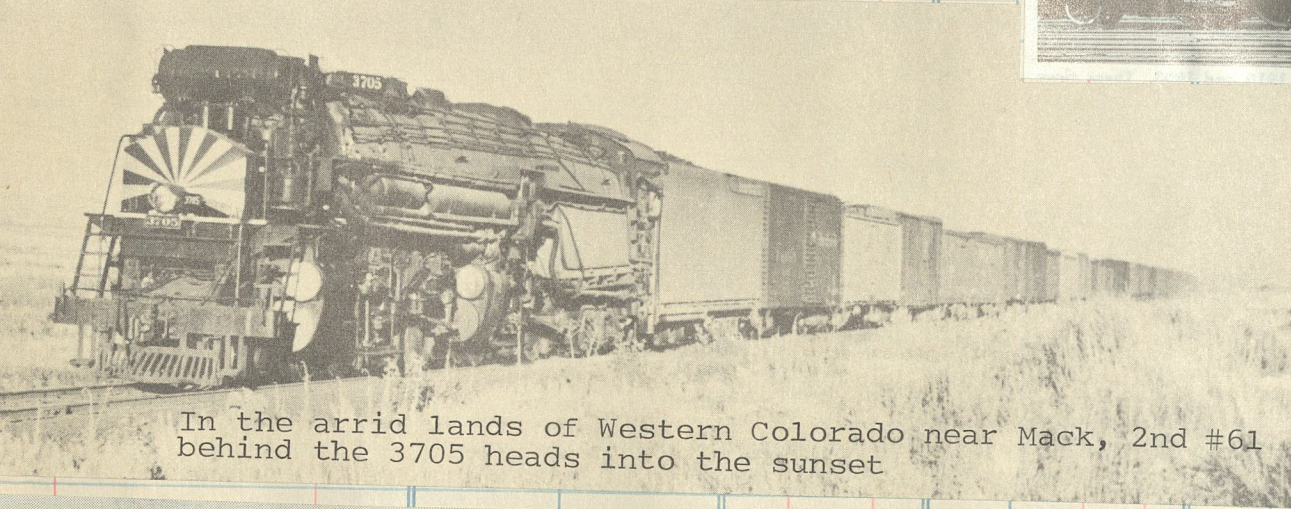
A proud Mike drifts along with the first section of the "Exposition Flyer" just west of Denver



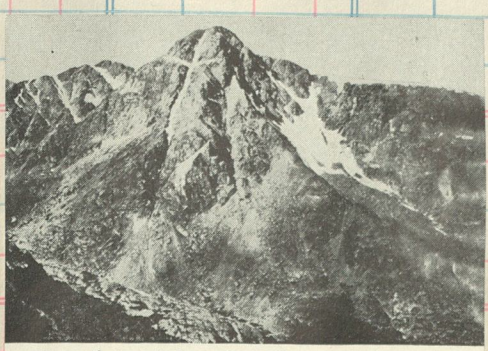
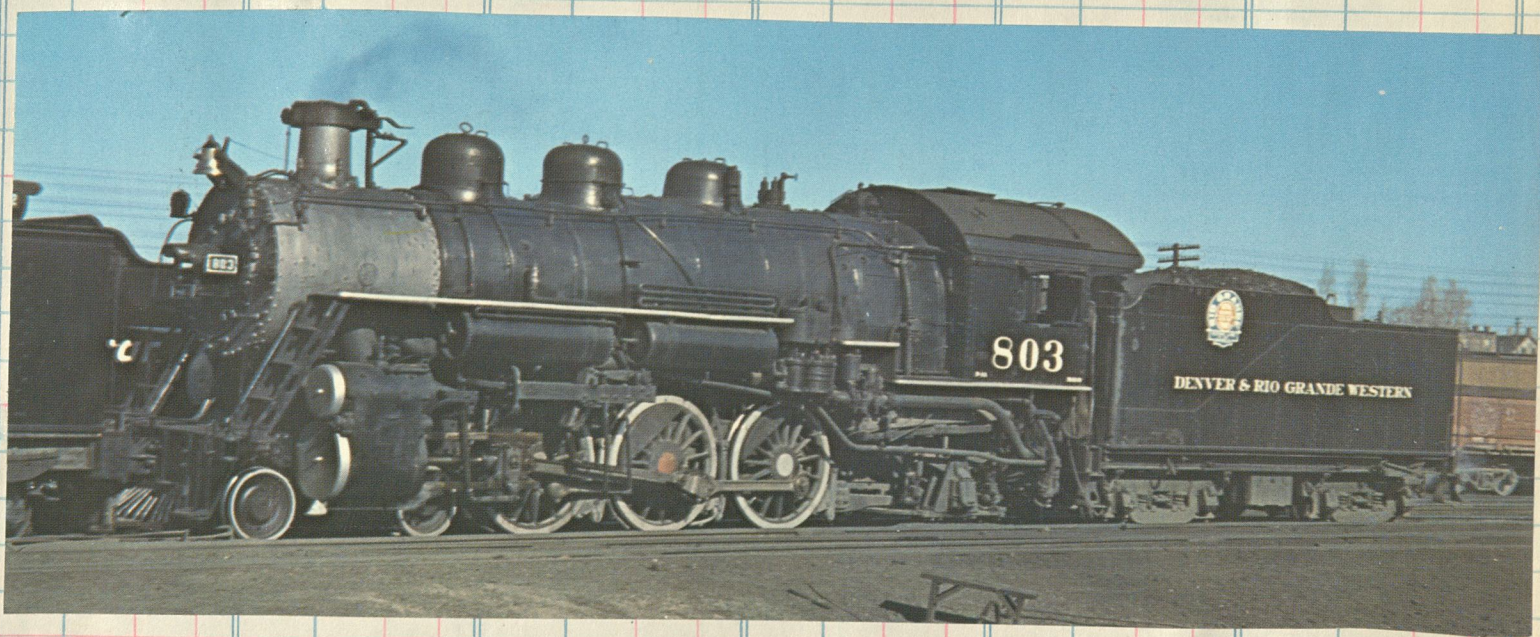
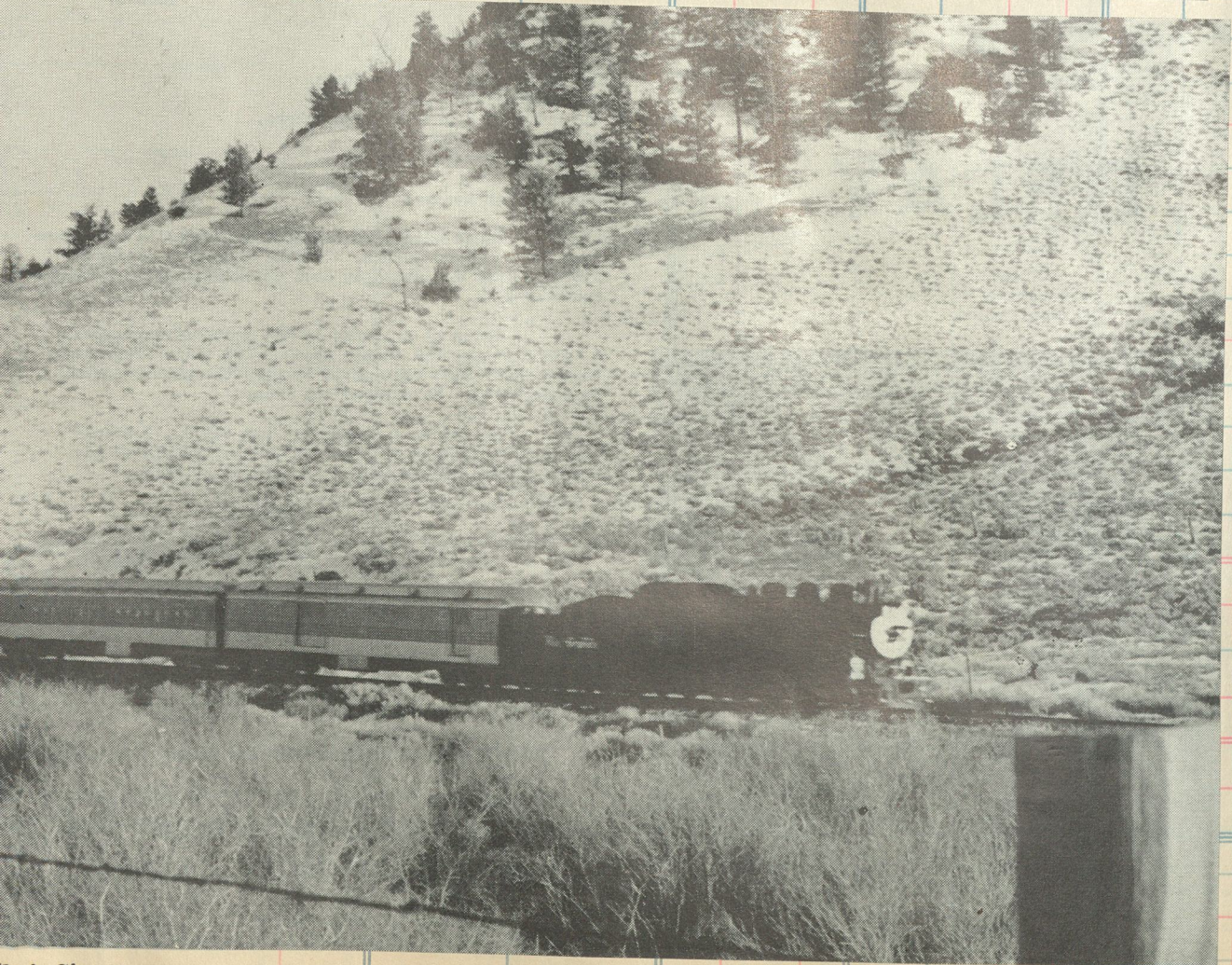
1250-1259 c/n 56621 Brooks 1916
renoed 1400-1409



#1409
A 2-10-2 Type Locomotive of Class F-81 in Heavy Freight Service on the Grand Junction Division



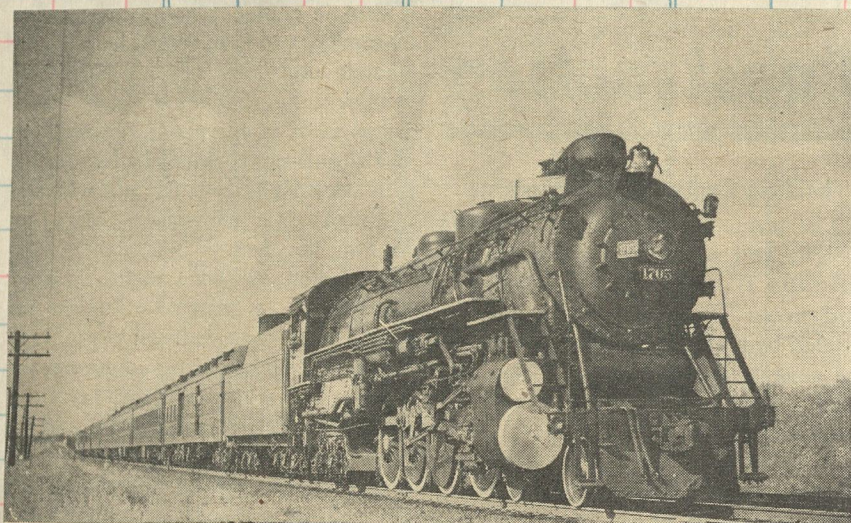
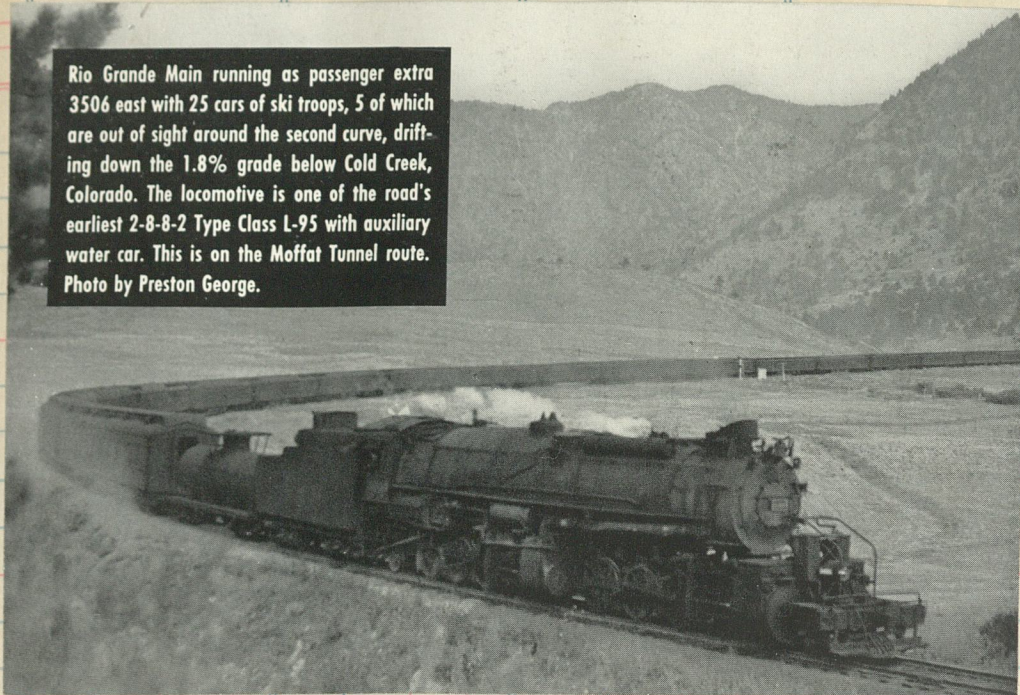
In the arid lands of Western Colorado near Mack, 2nd #61 behind the 3705 heads into the sunset



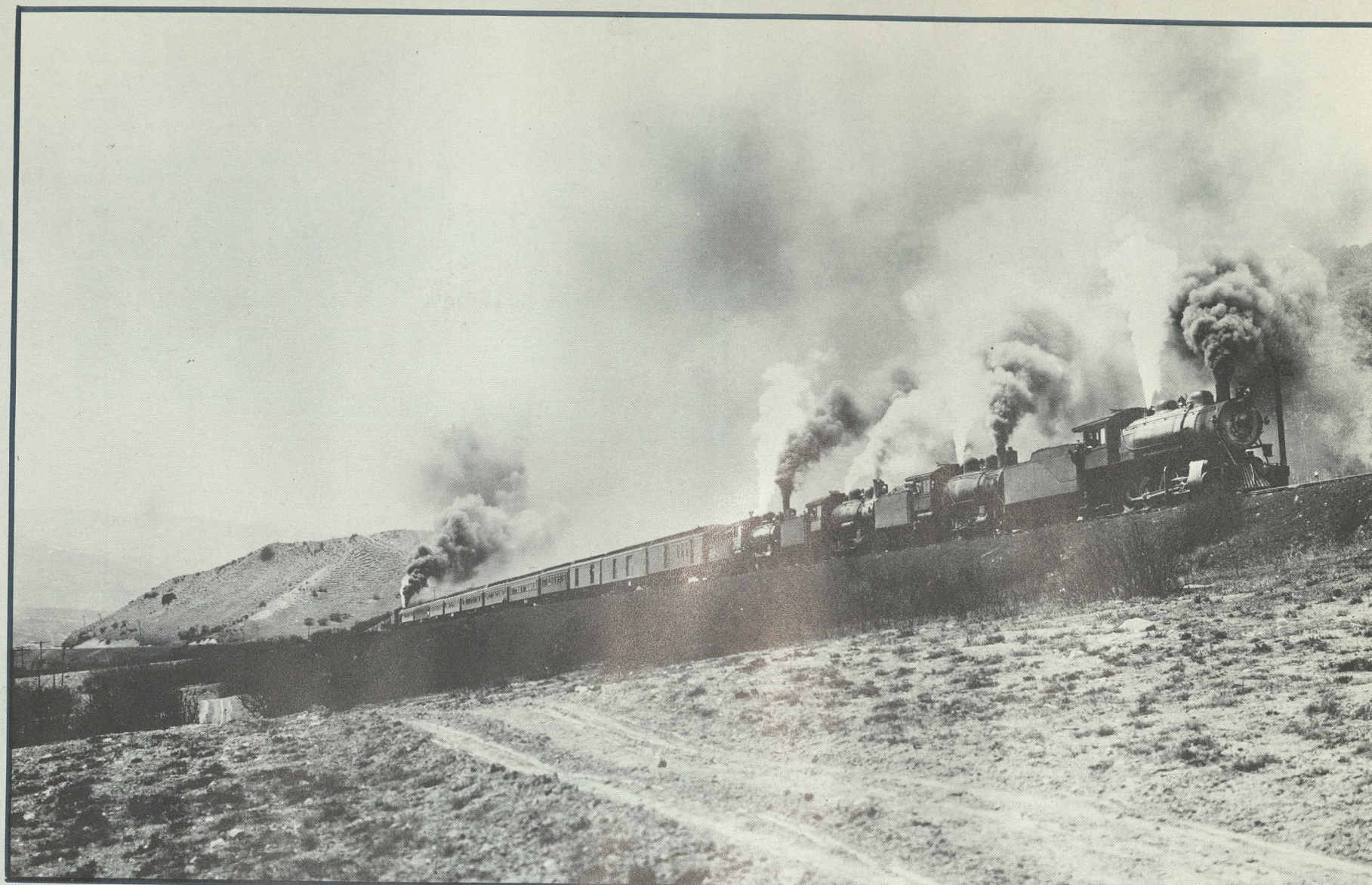
Mount of the Holy Cross, 13,996 ft. in elevation, now a National Monument, is fast becoming enshrined in the hearts of American pilgrims.



Rio Grande Main running as passenger extra 3506 east with 25 cars of ski troops, 5 of which are out of sight around the second curve, drifting down the 1.8% grade below Cold Creek, Colorado. The locomotive is one of the road's earliest 2-8-8-2 Type Class L-95 with auxiliary water car. This is on the Moffat Tunnel route. Photo by Preston George.



DENVER & RIO GRANDE WESTERN ENGINE 1705 NEAR LITTLETON, COLO., HAULING PASSENGERS R. H. Kindig



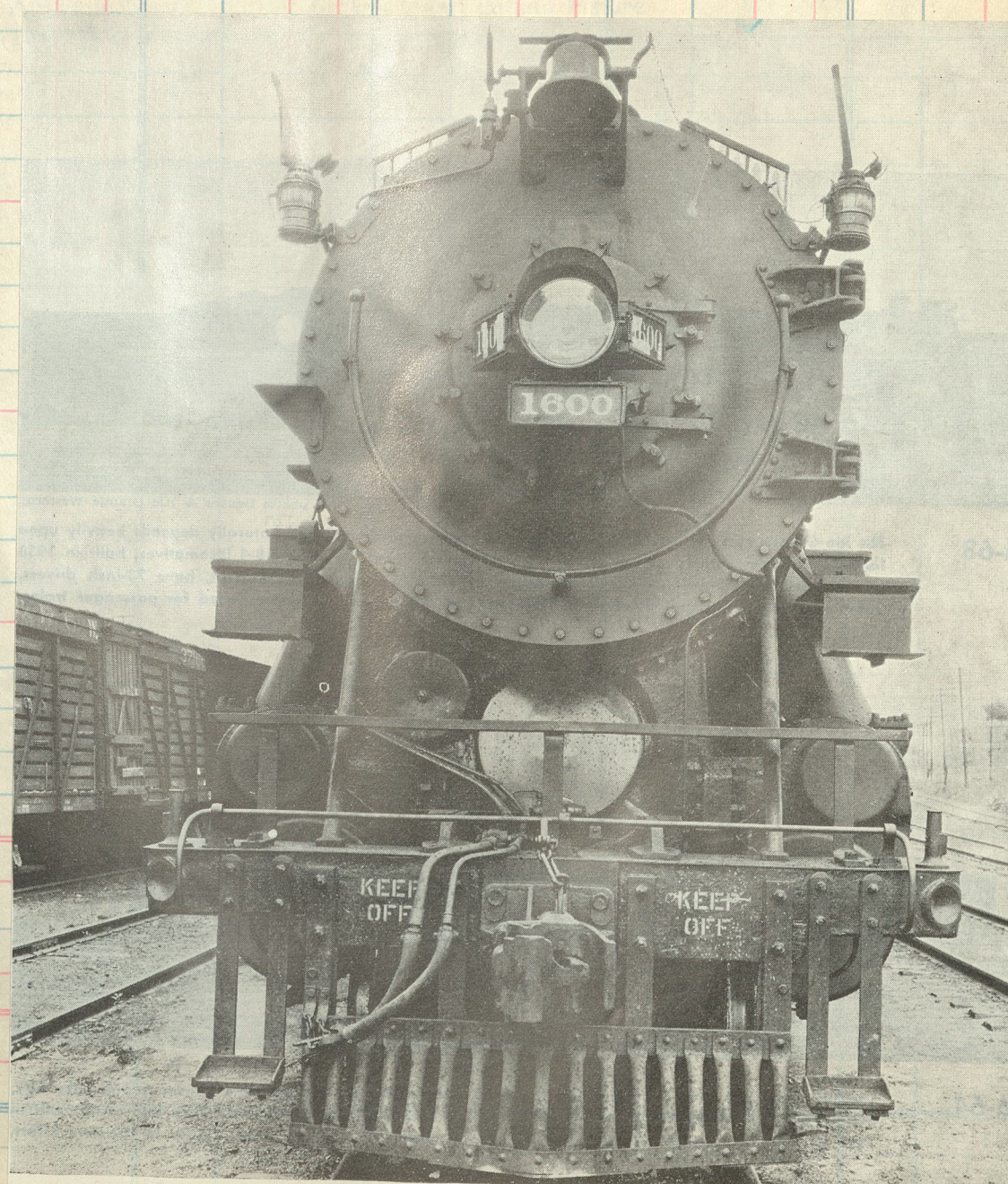
H. Shieler/Morris Catky

Harry Shieler's most famous photograph of Rio Grande operations on the original 4% grade on the west side of Soldier Summit — the April 26, 1911 view of the five-engined train which helped gain the Rio Grande a more lucrative mail contract. The conductor, his hand on a grab-iron, stands on the ground beside the fifth car. This April 26, 1911 occasion finds an unusual complement of locomotives, described in the following text, assigned to Train 6, The San Francisco-Chicago Express.

Package or Carload
EAST OR WEST
Ship it Rio Grande
Complete, Fast, Dependable

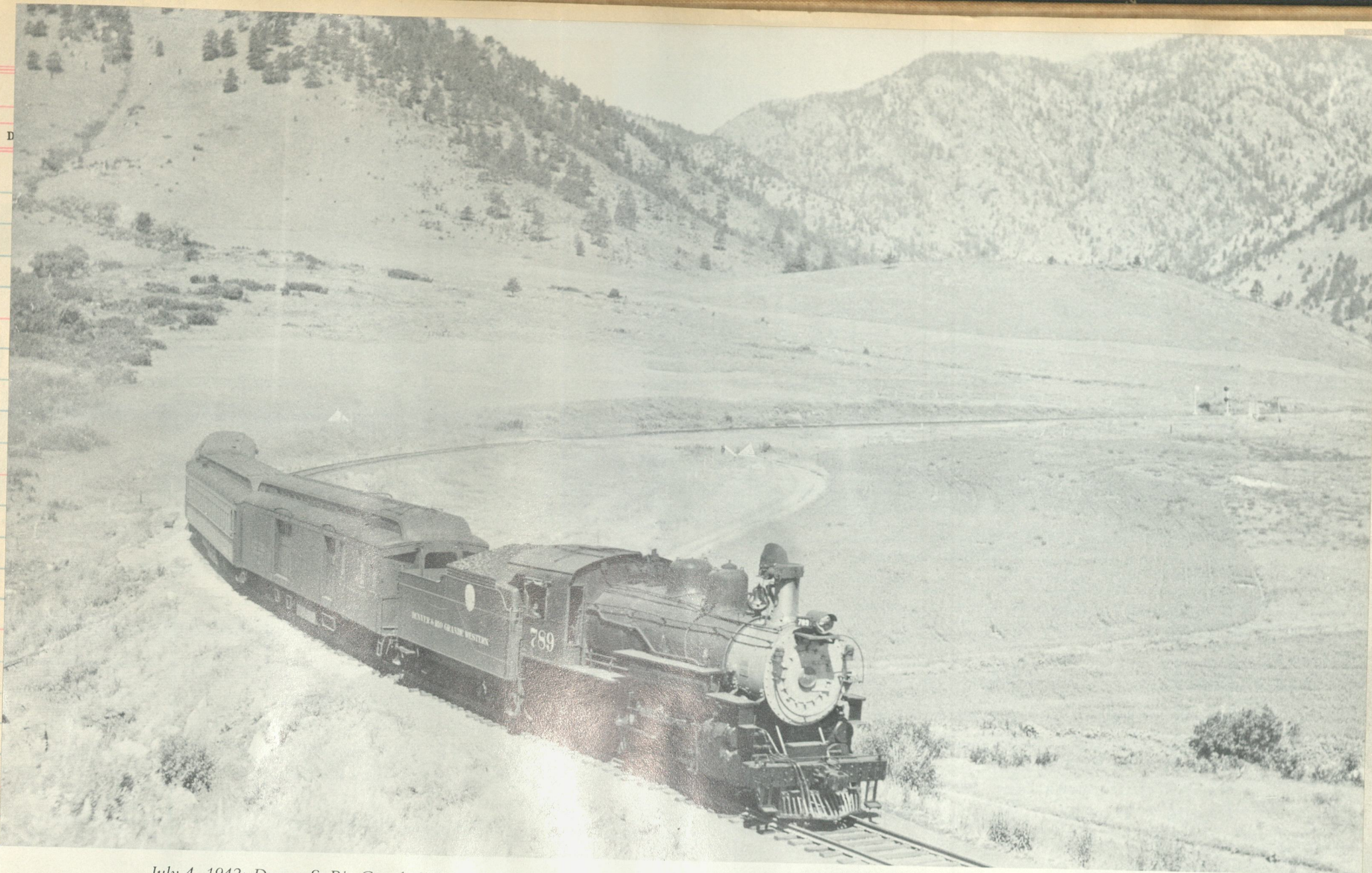


3507, a 2-8-8-2 Mallet, and Simple Articulated 3709, a 4-6-6-4 type, tackles Soldier Summit west of Helper, Utah with Train 61, the California Fast Freight, maintaining 30 miles per hour with its 44 cars on June 28, 1939.



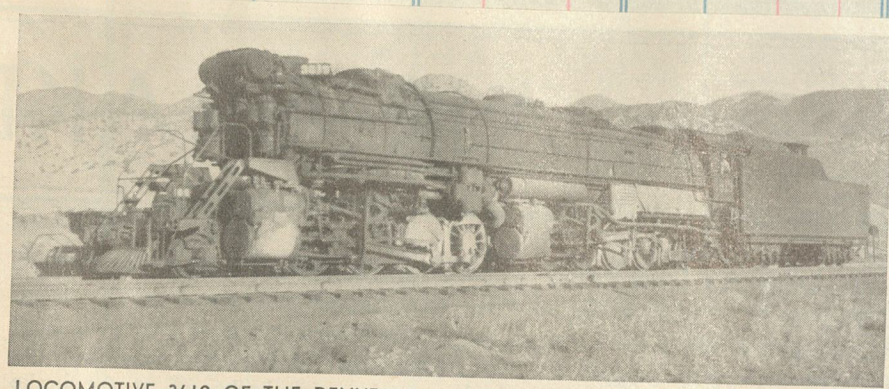
Portrait of a three cylinder 4-8-2

SELLER
DATE
FORM

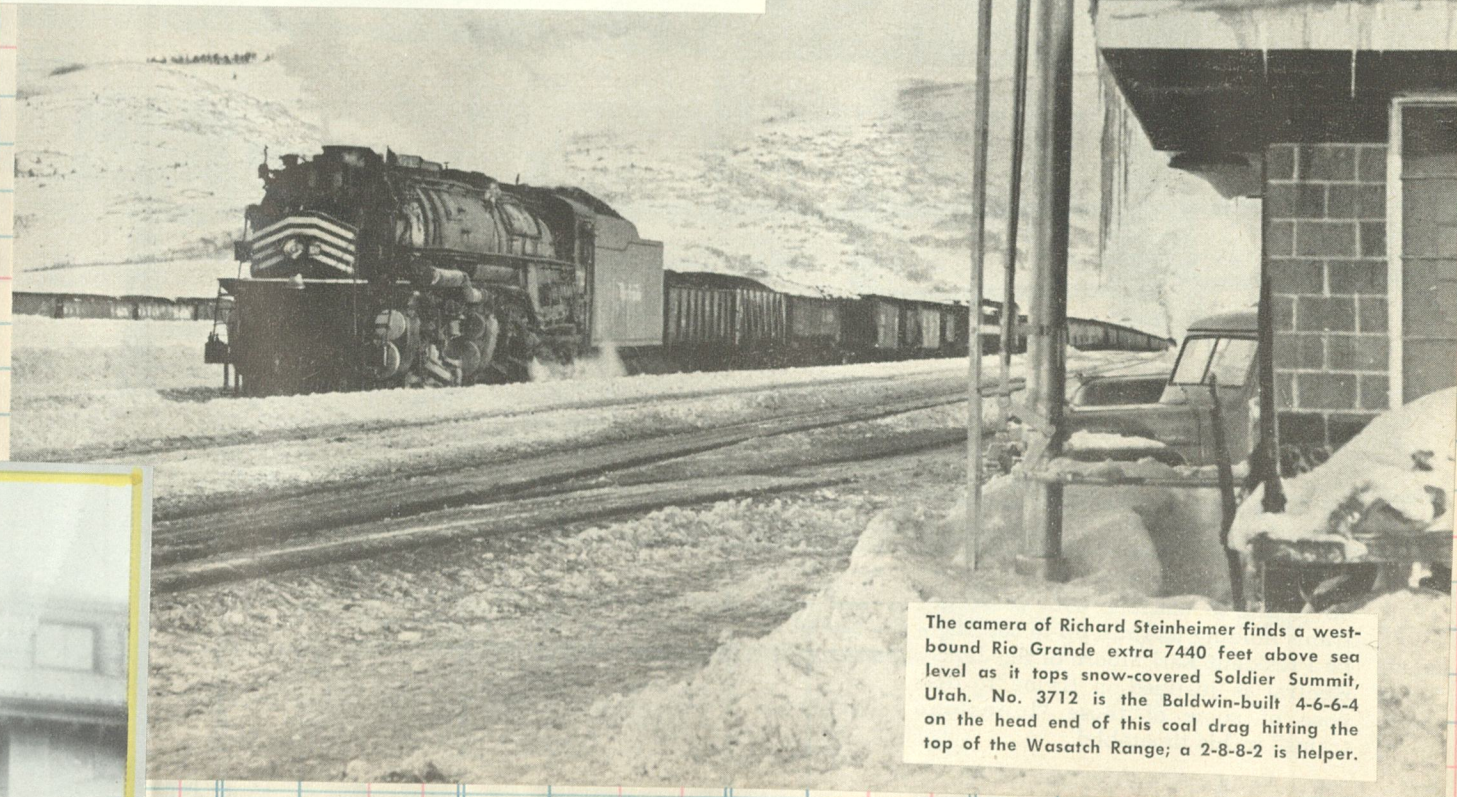


July 4, 1942: Denver & Rio Grande Western Ten-Wheeler 789 and three conventional cars, replacing the ailing ministreamliner Prospector, move easily downgrade near Cold Creek, Colo., heading for Denver and the end of an overnight run from Salt Lake City.

Richard H. Kindig



LOCOMOTIVE 3619 OF THE DENVER & RIO GRANDE WESTERN AT SALIDA, COLO.

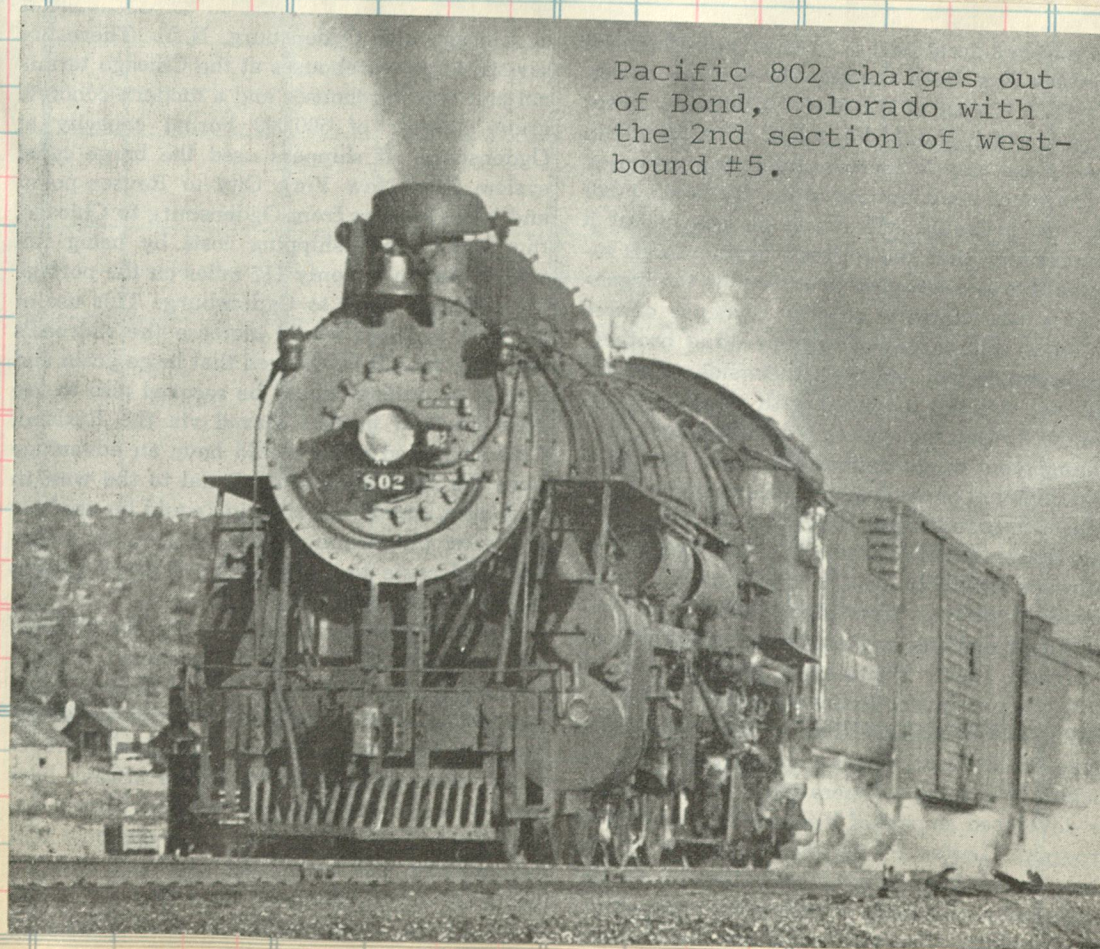


The camera of Richard Steinheimer finds a west-bound Rio Grande extra 7440 feet above sea level as it tops snow-covered Soldier Summit, Utah. No. 3712 is the Baldwin-built 4-6-6-4 on the head end of this coal drag hitting the top of the Wasatch Range; a 2-8-8-2 is helper.

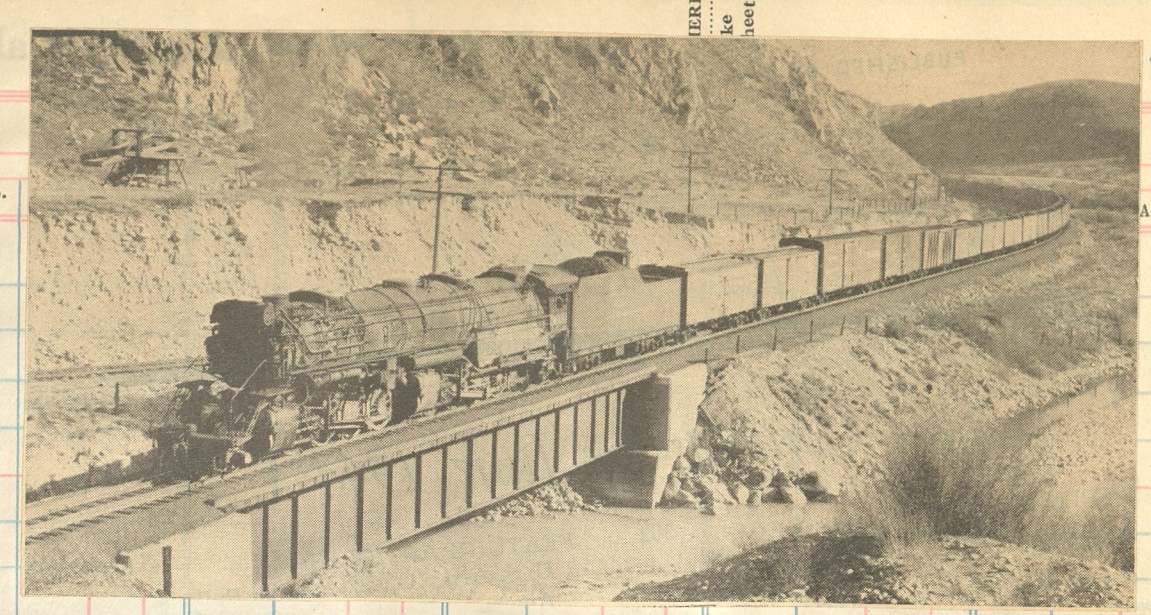
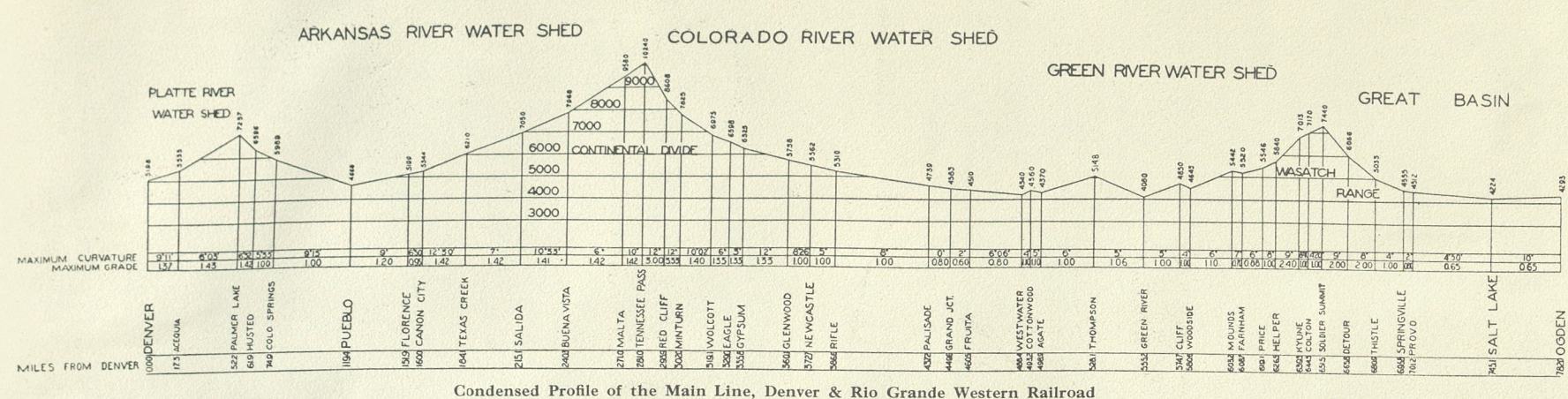


Class T-18 c/n 11718

Ten-Wheeler 536 (Baldwin, 1891), polished and glistening, is ready for an early afternoon run westward with a six-car train. Union Station's handsome old clock tower looms in the background.

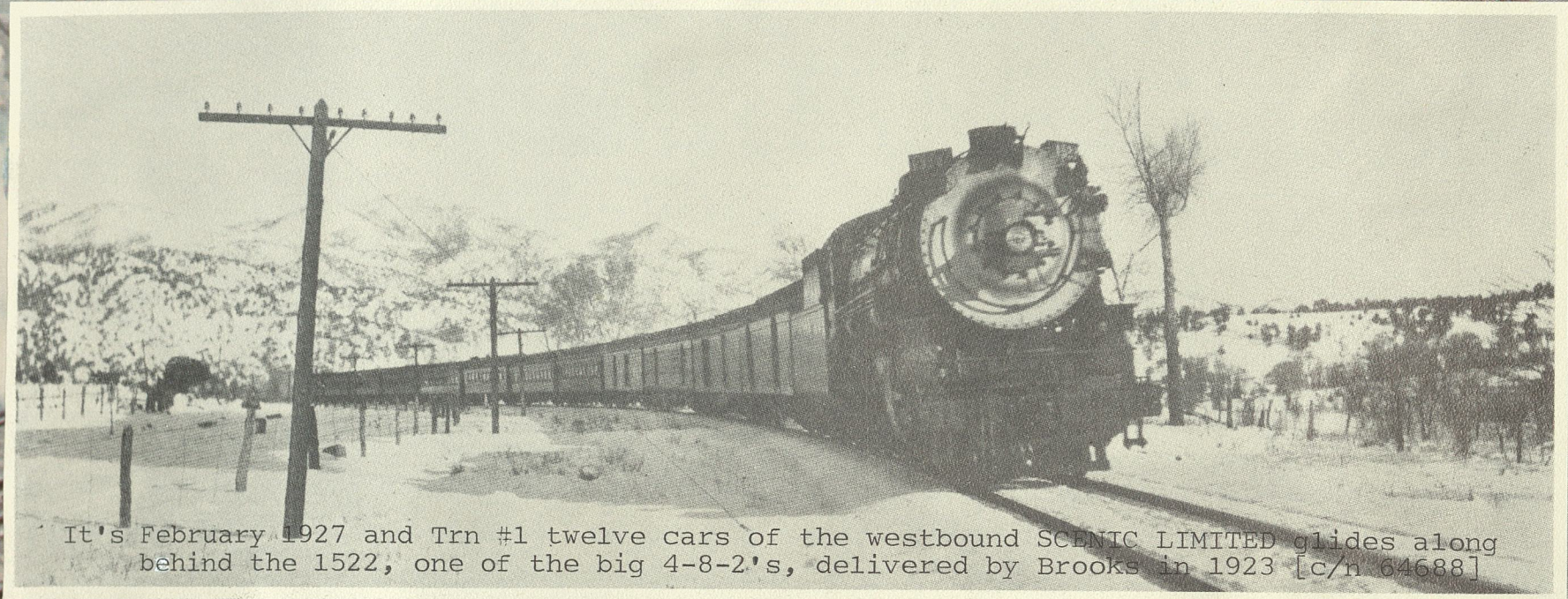


Pacific 802 charges out of Bond, Colorado with the 2nd section of west-bound #5.

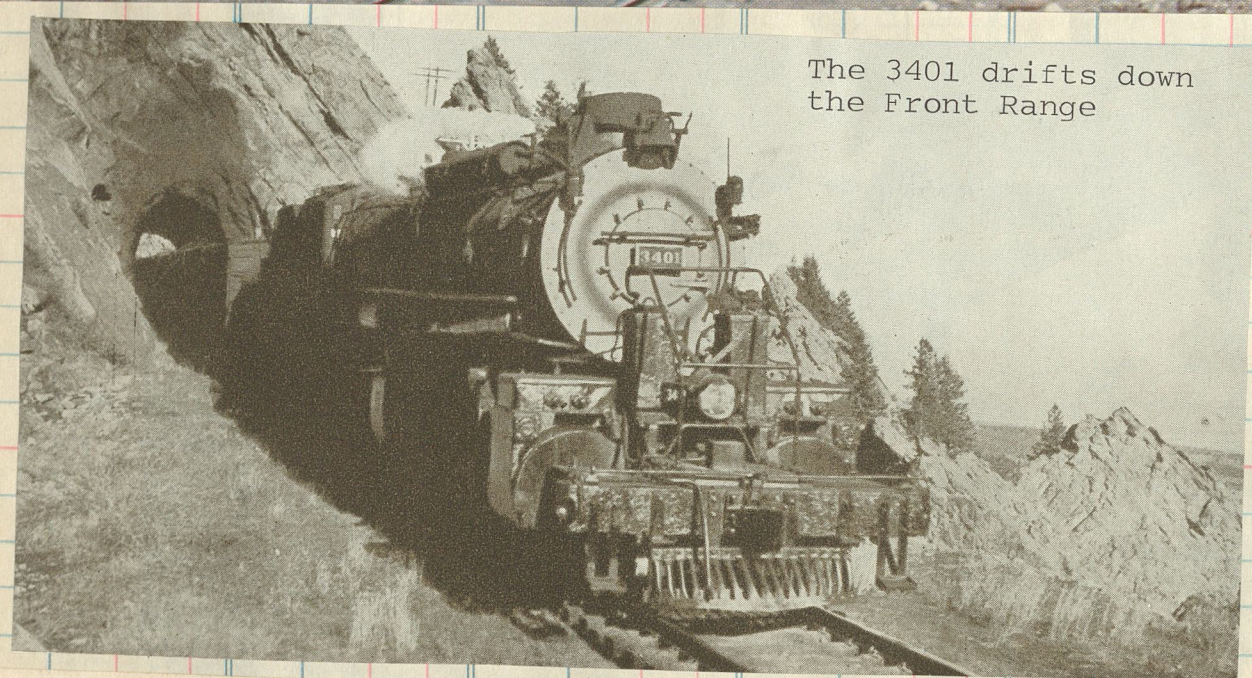
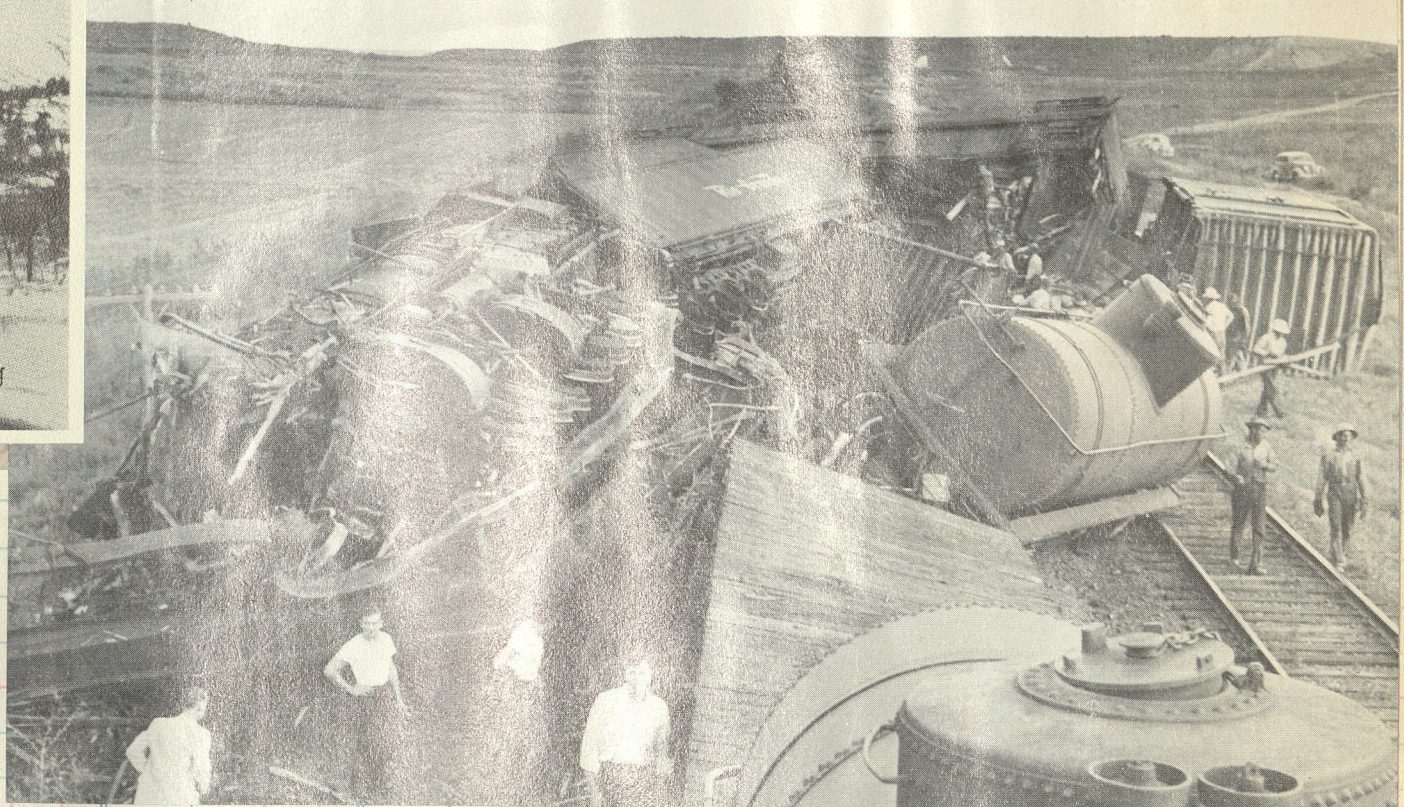


The 3600 with a string of high cars along the Arkansas River near Howard, Colo.

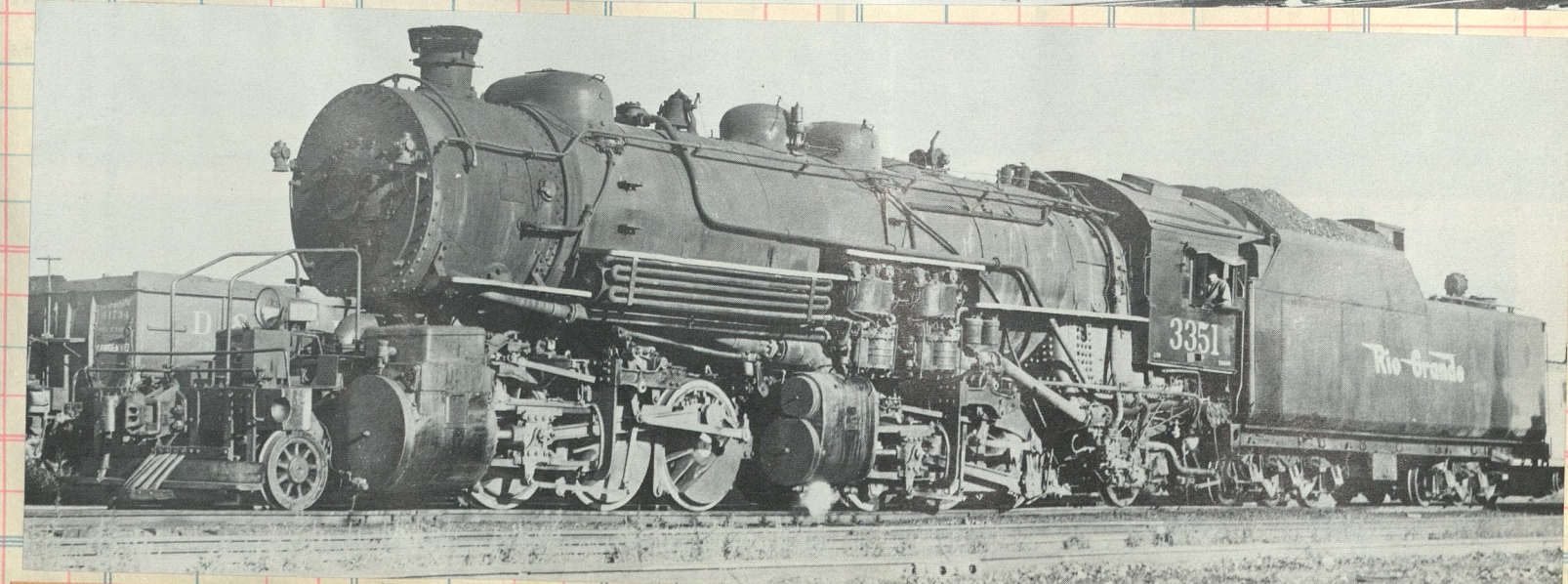
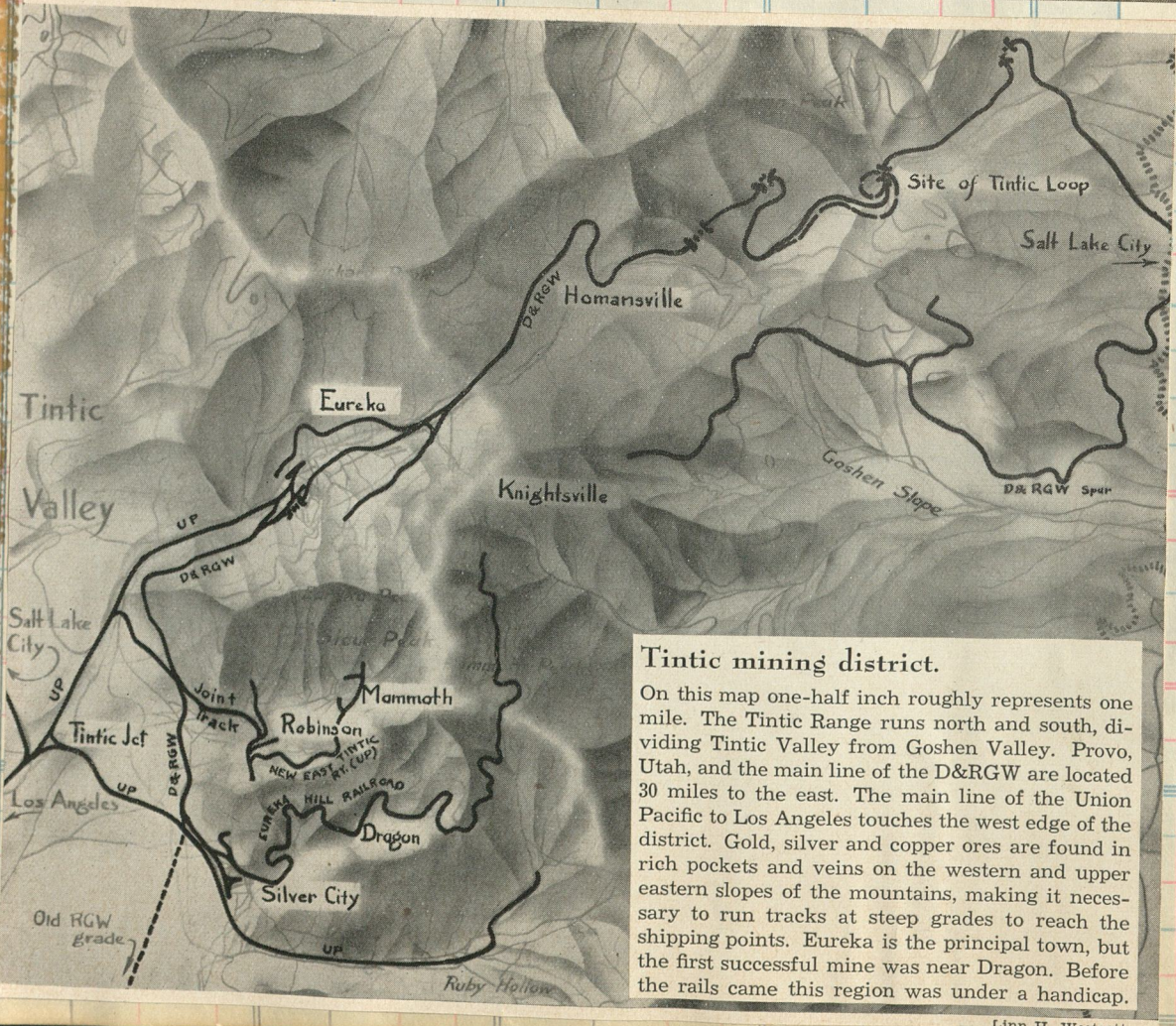
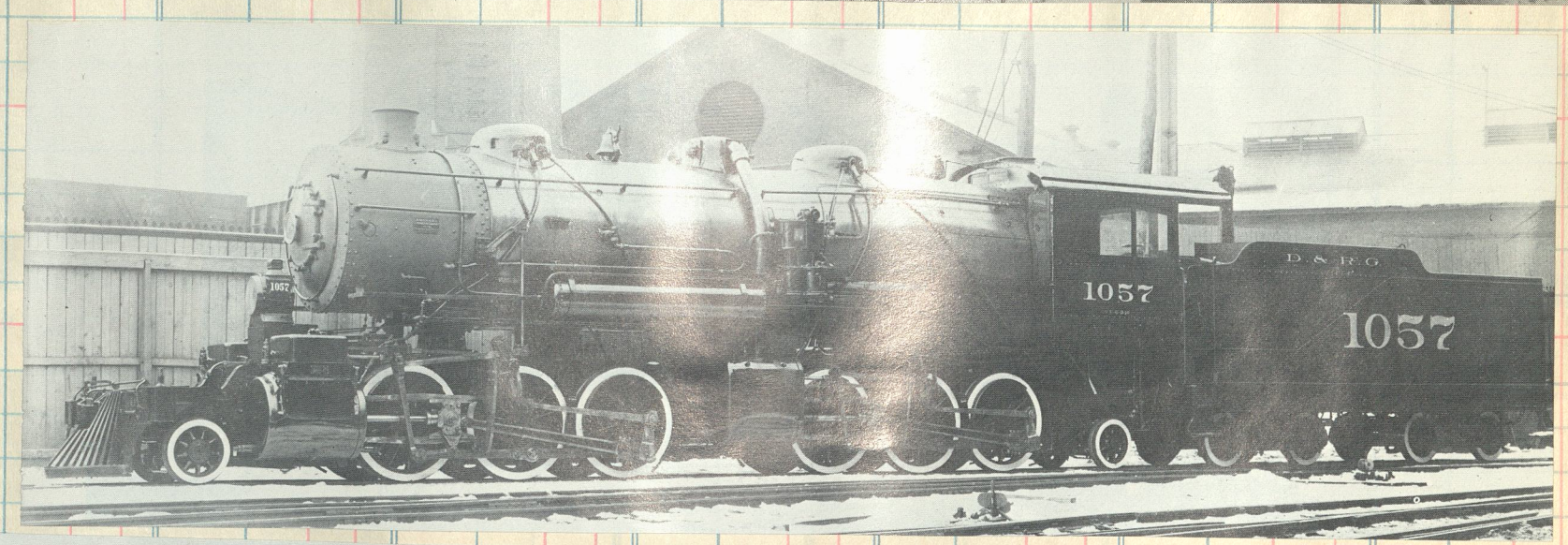
Below...and then she, the 3600, made this mess when she rear ended a northbound frt on the Colorado & Southern trackage near Walsenburg, Colo. Sept. 5, 1946.



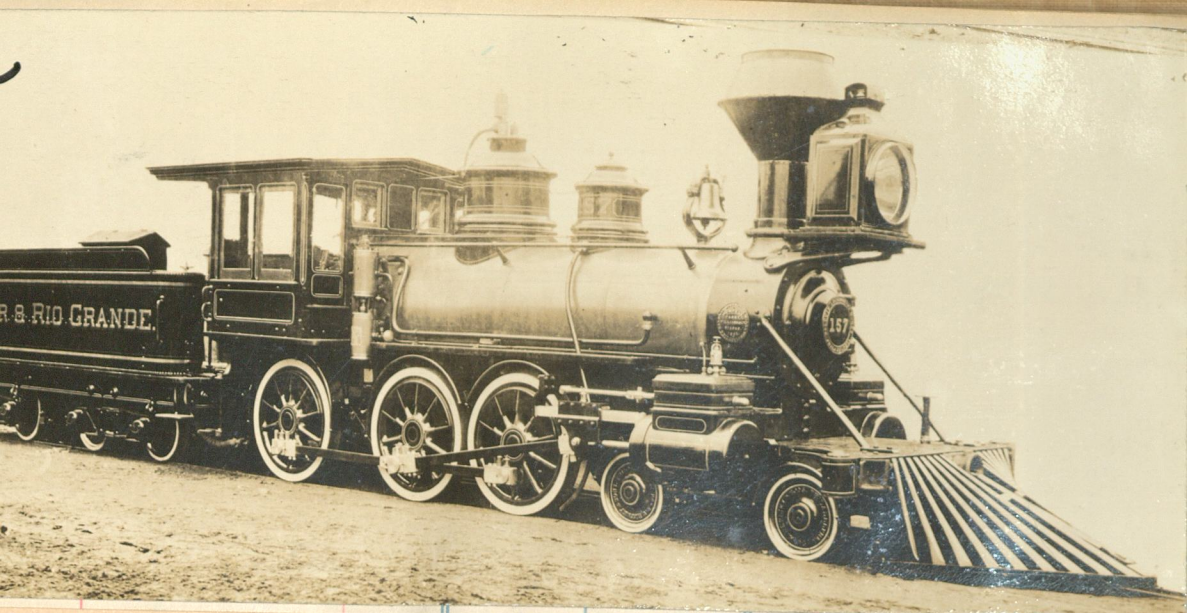
It's February 1927 and Trn #1 twelve cars of the westbound SCENIC LIMITED glides along behind the 1522, one of the big 4-8-2's, delivered by Brooks in 1923 [c/n 64688]



The 3401 drifts down the Front Range



The initial mallets for the D. & R.G. were eight 2-6-6-2's supplied by Schenectady in 1910. In their later years, and renosed 330ords, were used on the Tintic Br. The 3351 was one of two 2-6-6-2's secured from the Norfolk & Western in 1943 [ex N&W #1457 Schen 1916 c/n 56460] and worked on Tintic branch until 1950.

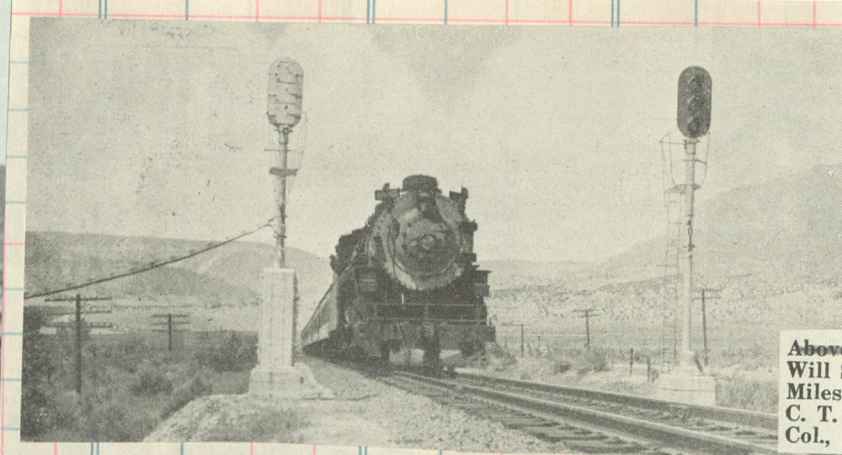


iculf to believe, but, only five and a half decades separete
first and last s.g. passenger engines received by Rio Grande.
157 was delivered by Baldwin in 1881 (c/n 5949) and named
ida", later "Uncle Sam". Was renoed 505 and in 1906 was sold
.E. Brown. And the last passenger engines, #1804, also blt
aldwin was supplied in 1937, c/n 62134. In this Editor's
ion these were the most handsome Northern [4-8-4's] ever
t. After working only 17 years she was retired in 1954.



1503 Brooks 1922 c/n 63309
1510 Brooks 1922 c/n 63316

ountains 1503 and 1510, going west with 83 cars in tow, are clearing Salida at five miles per hour, October 22,
39.



Above—The D. & R. G. W.
Will Soon Finish Final 49-
Miles of the 284 Miles of
C. T. C., between Dotsero,
Col., and Helper, Utah.



Rocky Mountain Sunrise by Howard Fogg

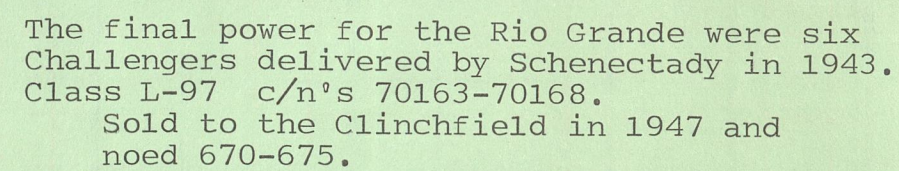
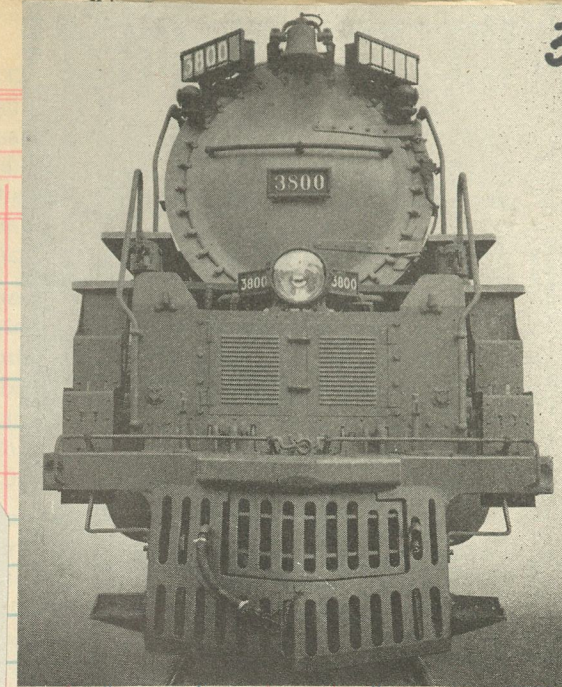


Extra 1402 east, a veteran 2-10-2
struggles thru the Narrows, east
of Thistle, with tonnage on the
climb to Soldier Summit. Mallet
3501 was working as a pusher.

Clos. No.	Sold	Amount	Clos. No.	Sold	Ar
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2-43 1000 bks. (Eureka 96728)
Printed in U. S. A.

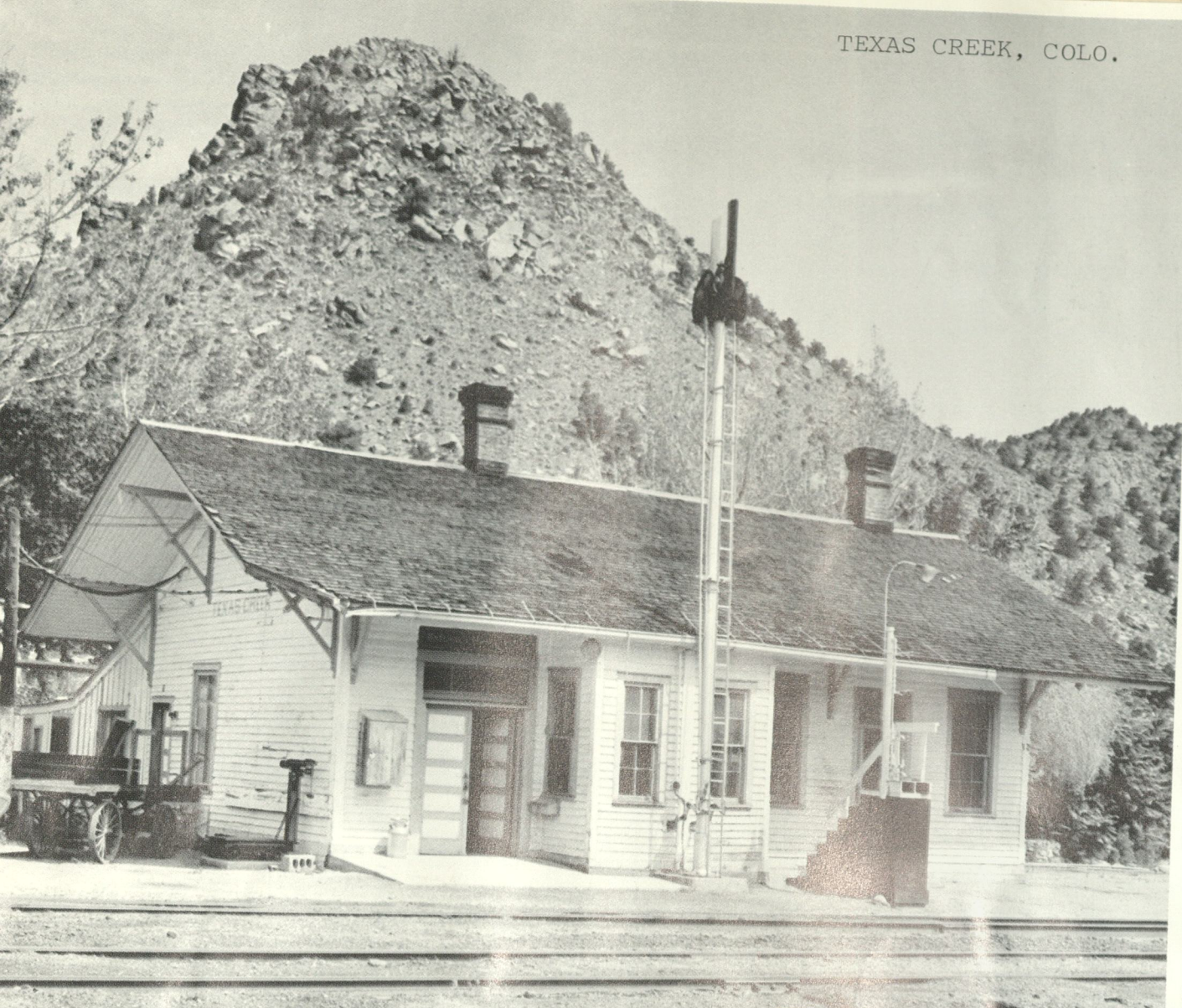
33



"The Queen in her Regal state"
Devoted to her subjects
Admired and respected

Dignified 1802 thunders thru
Sedalia, Colo. with Trn #1,
the SCENIC LIMITED

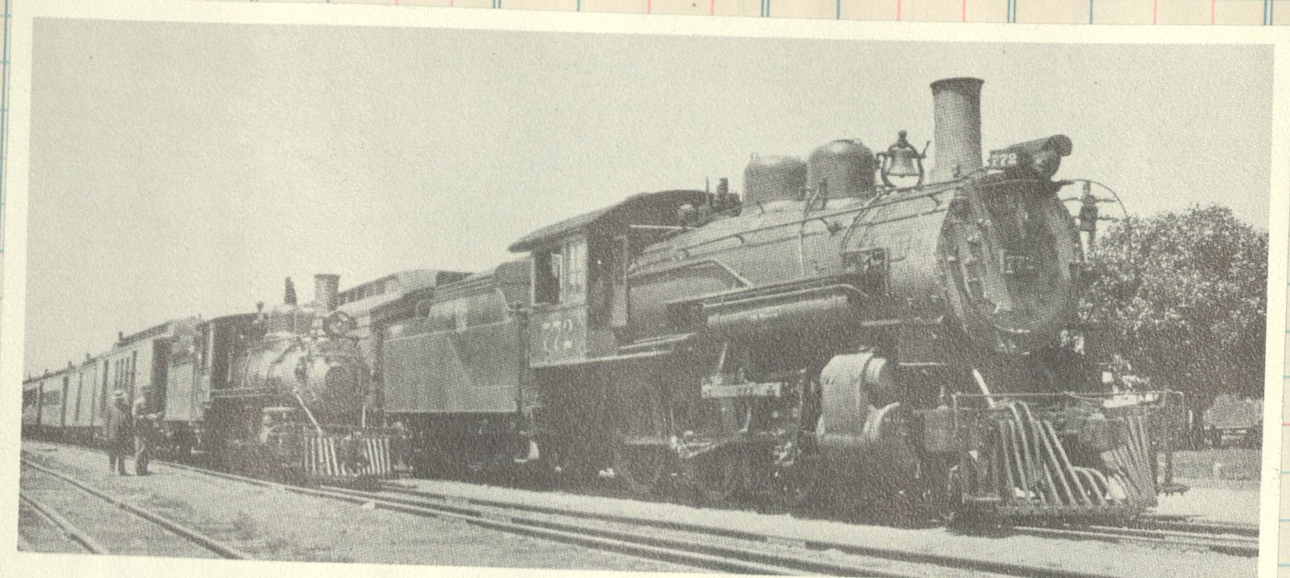
Let no man labor as she goes by,
On her last appearance to mortal eye.
With heads uncovered let all men wait
For the Queen to pass in her regal state.



TEXAS CREEK, COLO.



A genuine antique, #583 was blt by Baldwin 1890 c/n 11207. Renoed 683. Sold to San Luis Valley Southern in 1947 and noed 106. Purchased by Colo RR Museum 1962. The oldest surviving D&RG s.g. engine.



Narrow and Standard Gauge Passenger Trains, Hauled by Ten-wheeled Locomotives of Classes T-12 and T-29, Respectively, at Montrose

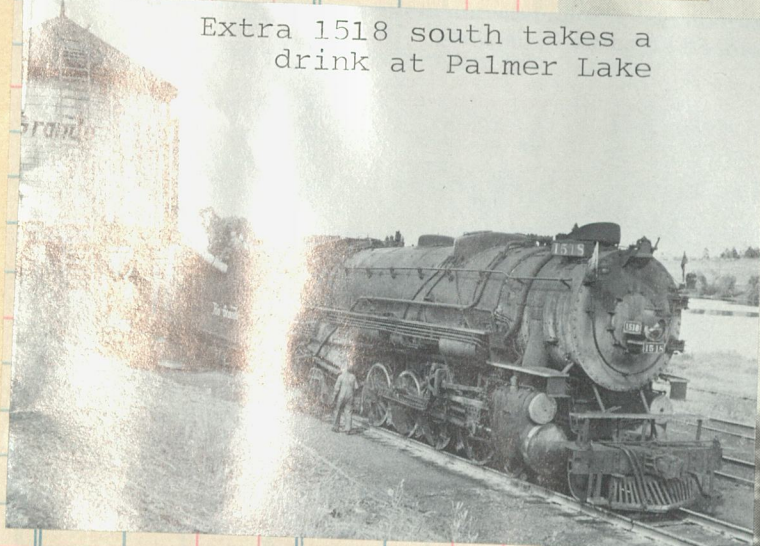


Engines 1209 and 3413 of the Denver Rio Grande Western Railroad double heading on freight in Denver, Colo.

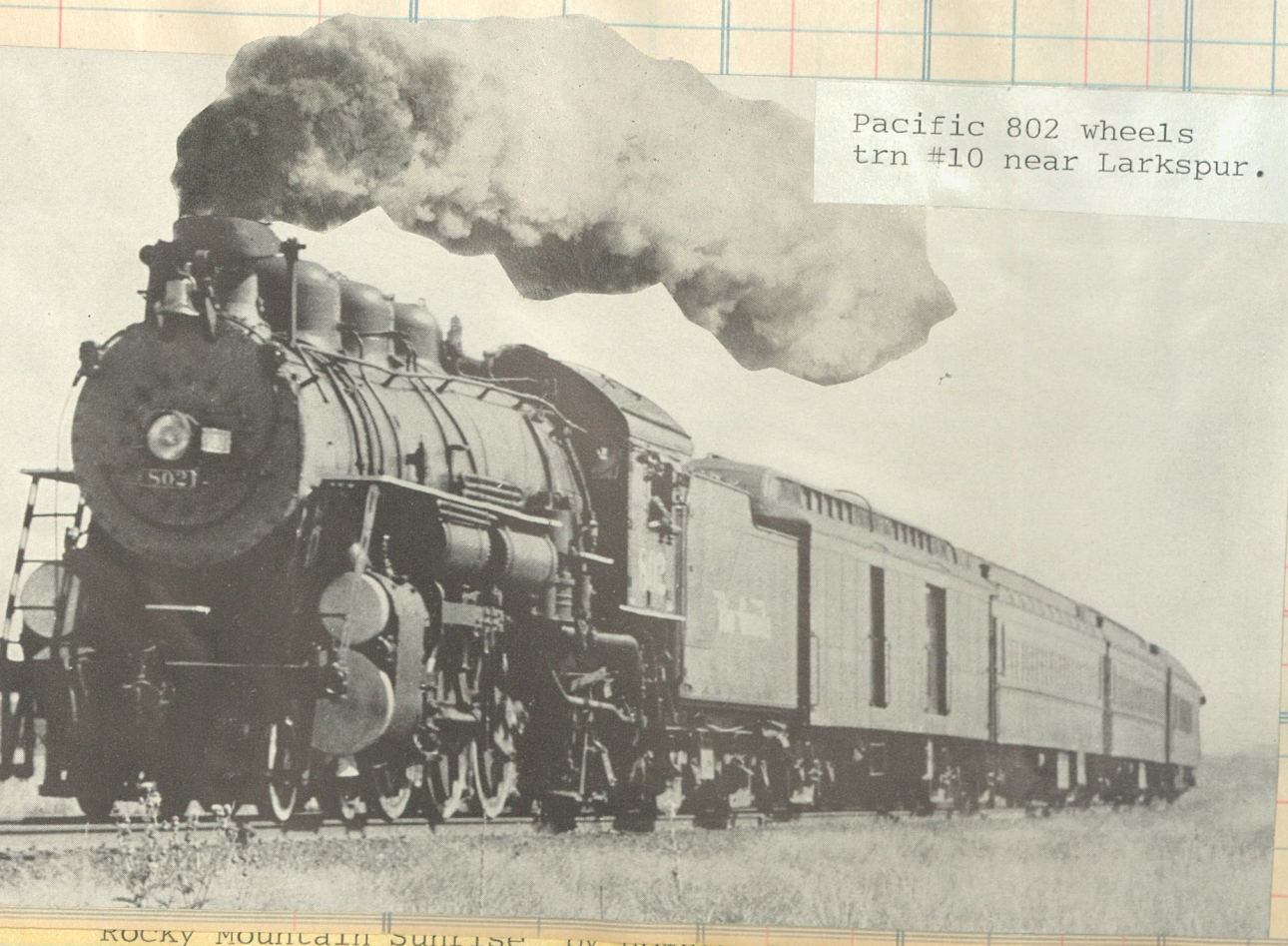
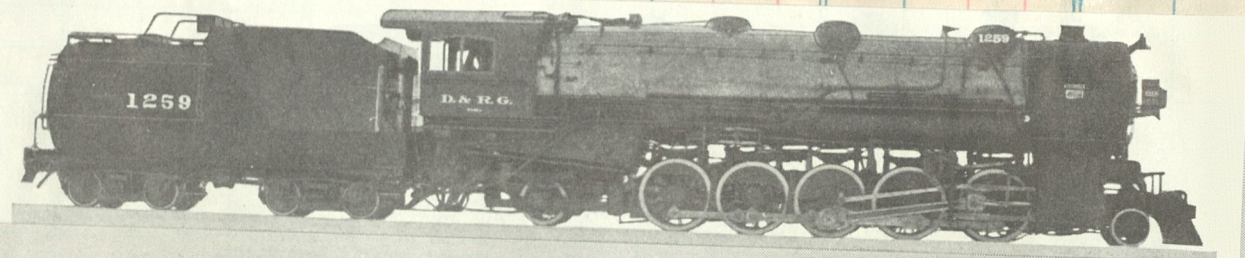
Every D. & R. G.-W. P. Station a Western Union Telegraph Office

Keep in touch with your office or home by Telegraph. The train porter will file your telegrams at the first station and replies can reach you on the train.

The Western Union Telegraph Co.



Extra 1518 south takes a drink at Palmer Lake



Pacific 802 wheels trn #10 near Larkspur.



Rocky Mountain Sunrise by Howard Foggy

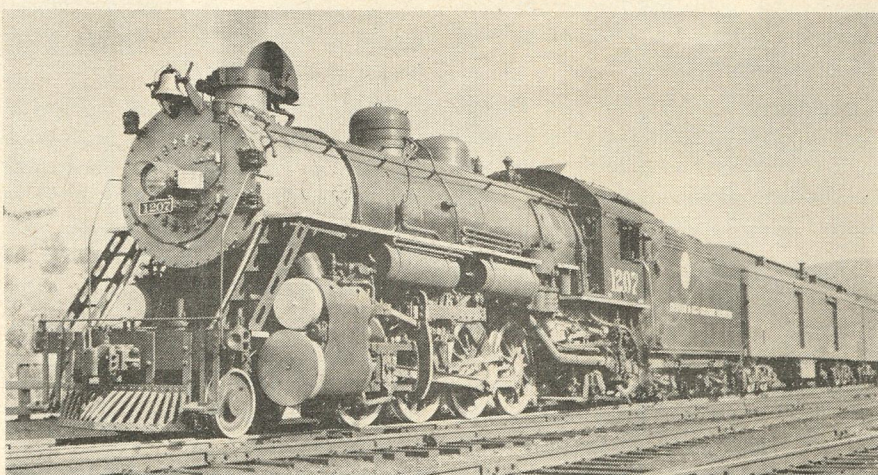
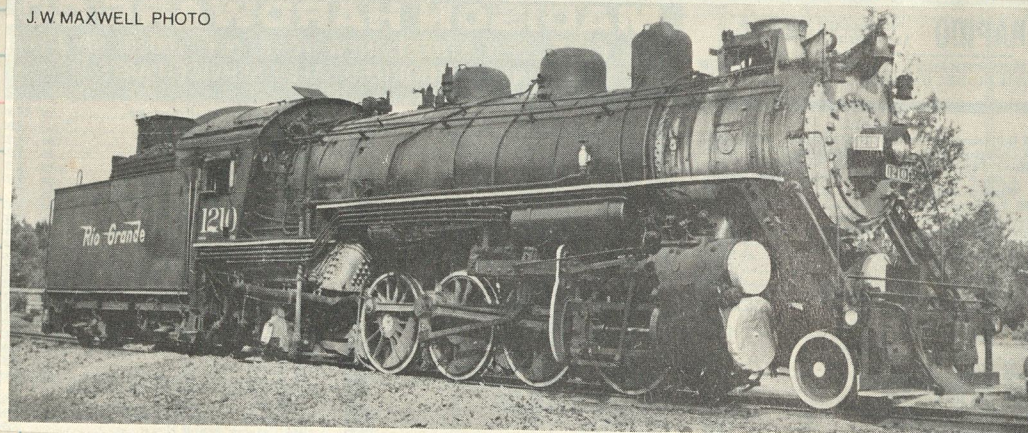


MONTE VISTA, COLORADO Denver & Rio Grande
On the Creede Branch of the Denver & Rio Grande, this was Monte Vista in the 1900s.
Library, State Historical Association of Colorado.

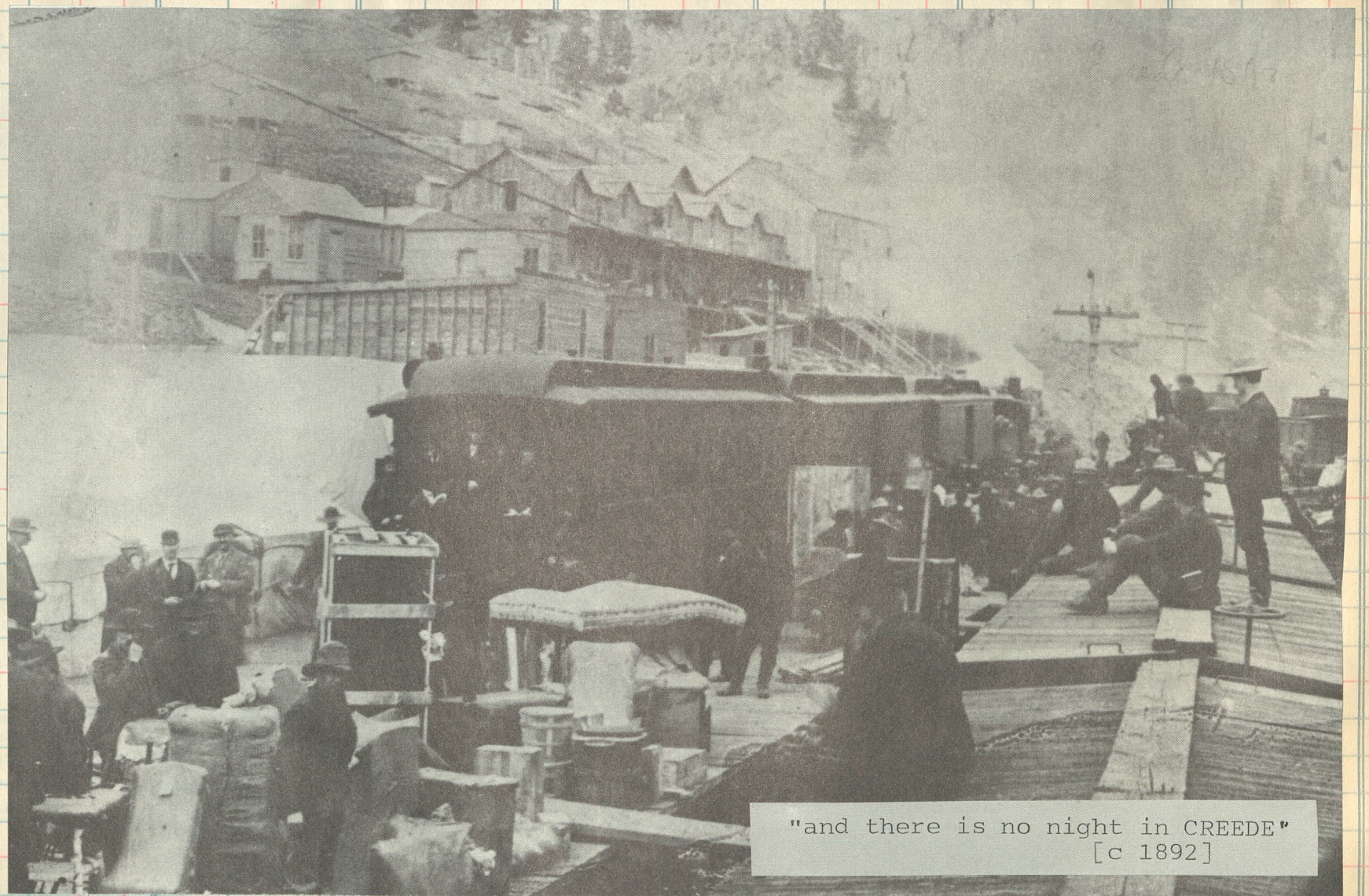


at Del Norte on the Creede Br.

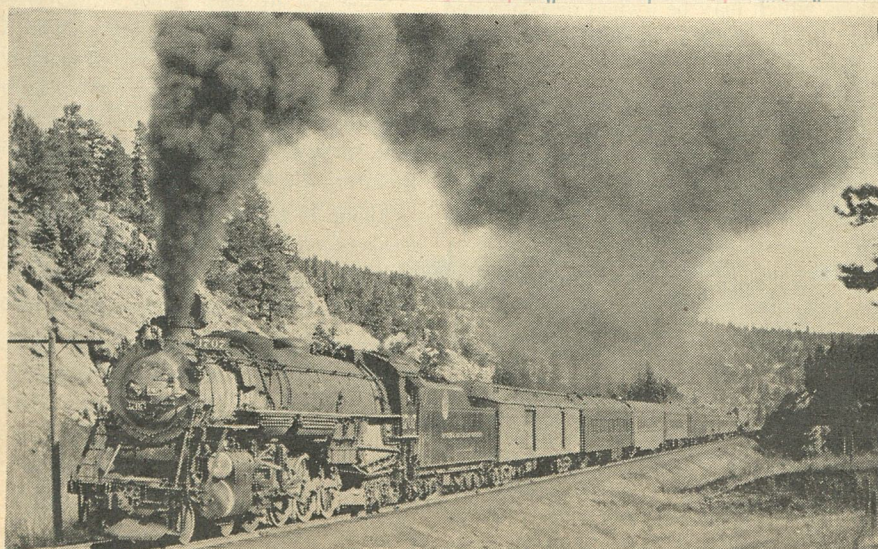
J.W. MAXWELL PHOTO



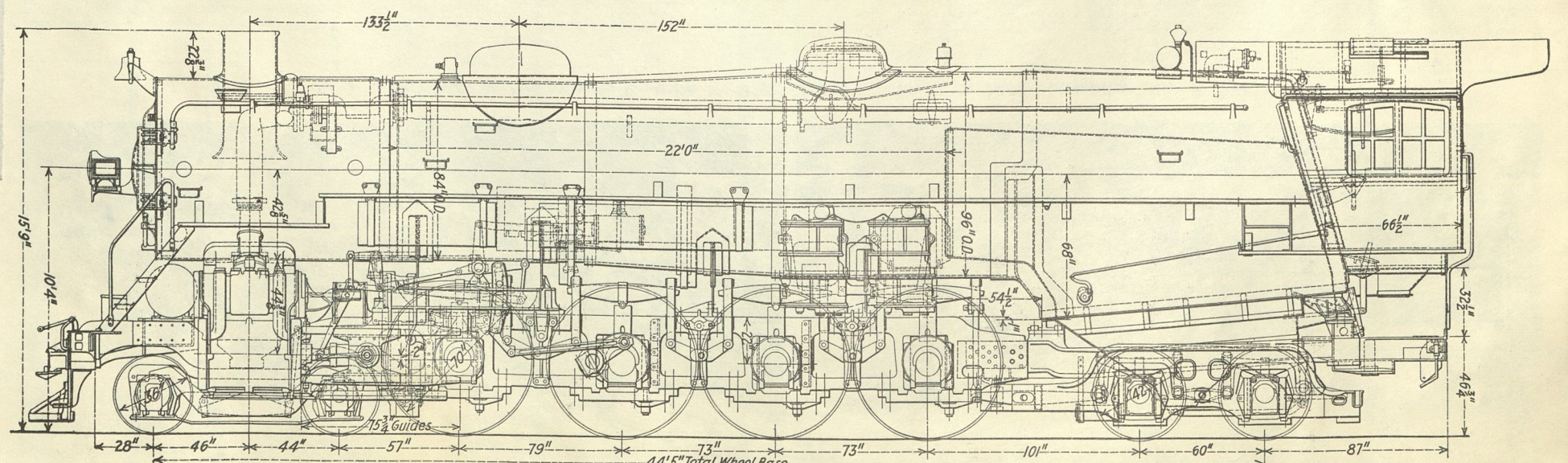
DENVER & RIO GRANDE WESTERN ENGINE 1207 LEAVING BOND, COLO.



"and there is no night in CREEDE"
[c 1892]



DENVER & RIO GRANDE WESTERN RAILROAD'S LOCOMOTIVE 1707
Engine 1707 photographed hauling the "Exposition Flyer" west of Pinecliff, Colo., on the Moffat Tunnel route in Nov. 1939.



Denver & Rio Grande Western passenger locomotive No. 1702, Class M-64, built by the Baldwin Locomotive Works in 1929.

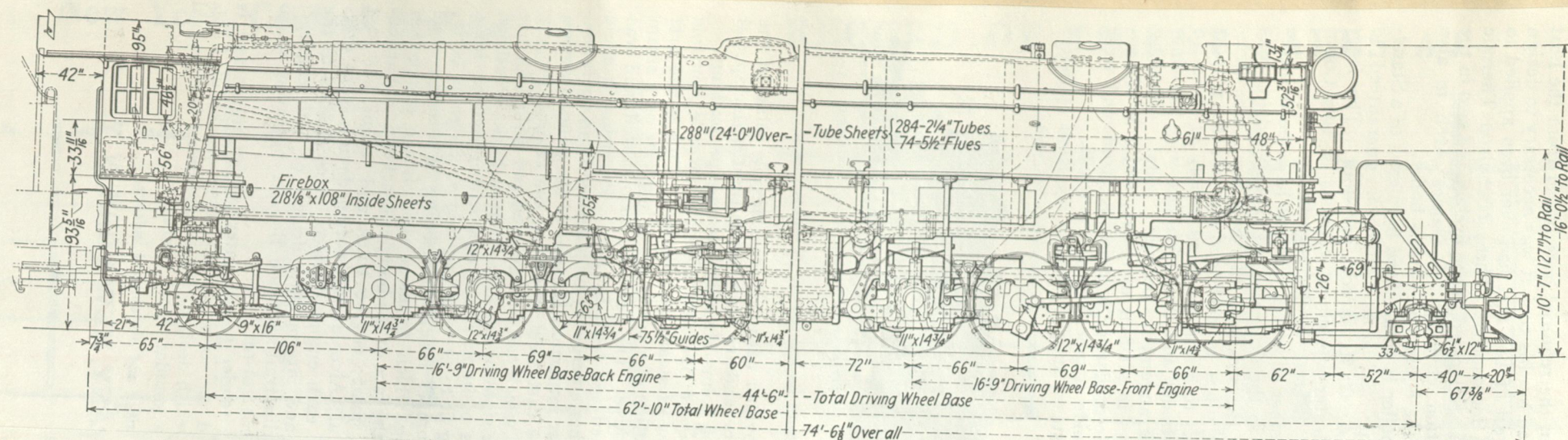
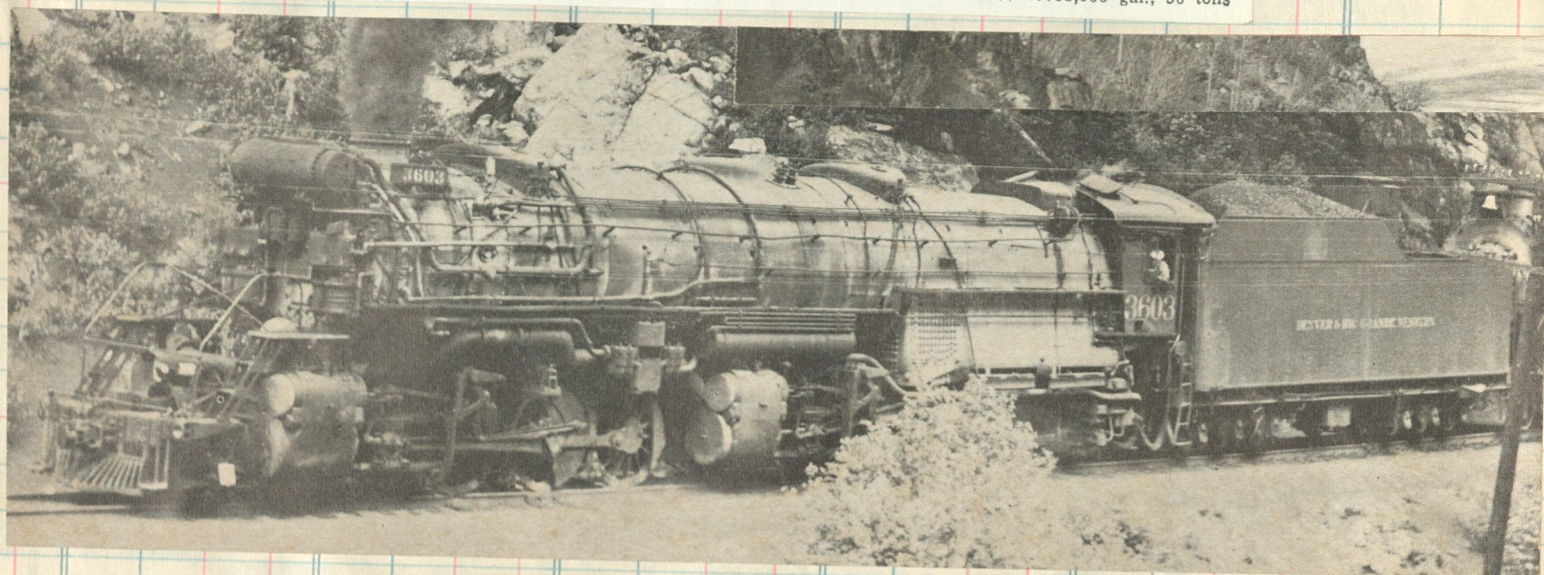
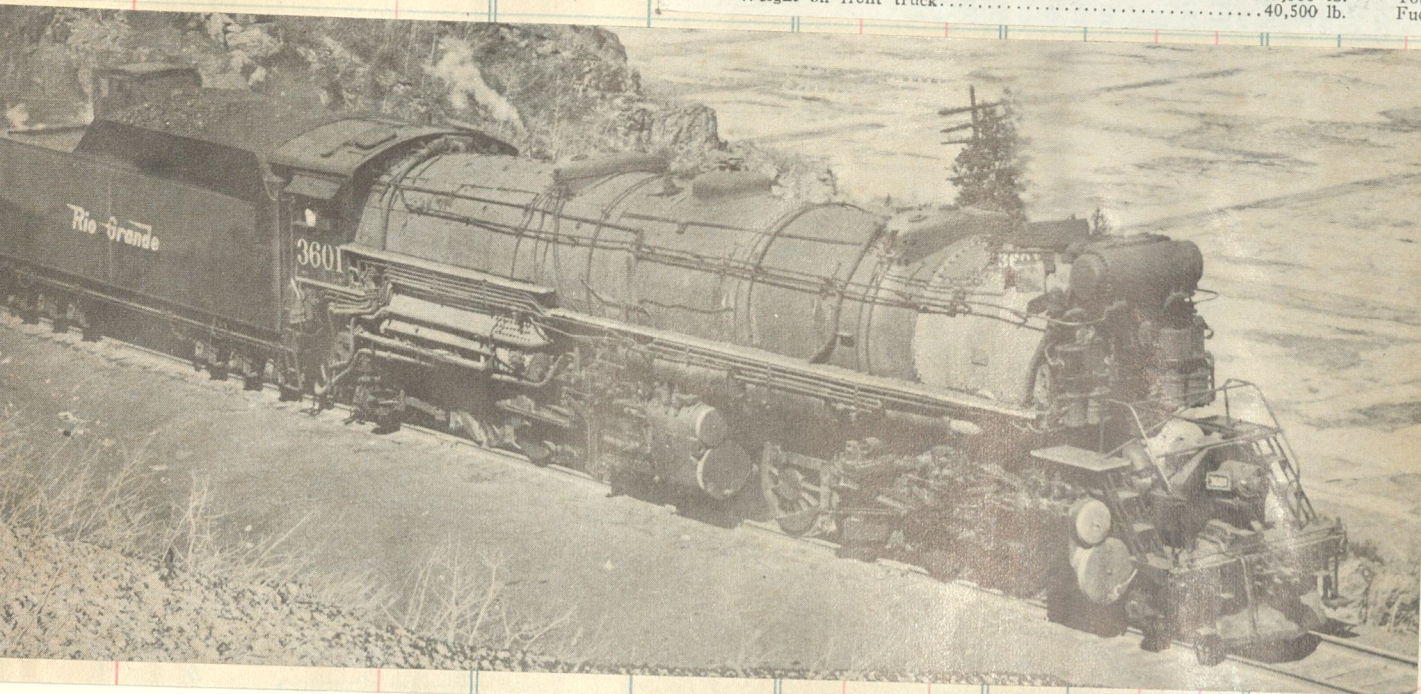
[illegible]

Fig. 150—Denver & Rio Grande Western 2-8-2 Type Single-Expansion Articulated Locomotive—Elevations and Cross Sections. Built by the American Locomotive Company.

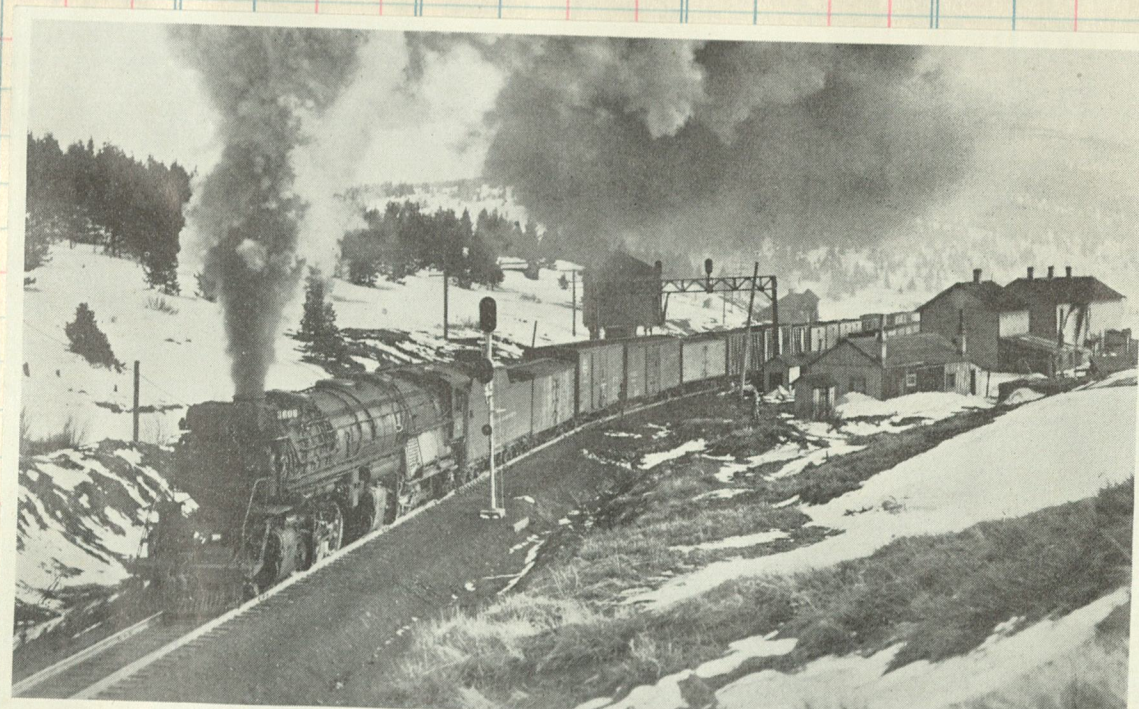
Cylinders, diameter and stroke.....	4—26 in. x 32 in.
Tractive force (70 per cent).....	131,800 lb.
Cylinder horsepower (Cole).....	5,840 hp.
Drivers, diameter.....	63 in.
Weight on drivers.....	559,500 lb.
Weight on front truck.....	40,500 lb.

Weight on trailing truck.....	49,000 lb.
Total weight of engine.....	649,000 lb.
Weight of tender.....	343,500 lb.
Driving wheel base, each.....	16 ft. 9 in.
Total engine wheel base.....	62 ft. 10 in.
Fuel.....	Soft coal

Firebox, length and width.....	218 in. x	108 in.
Grate area.....	136.5	sq. ft.
Steam pressure.....		240 lb.
Evaporative heating surface.....	7,265	sq. ft.
Superheating surface.....	2,295	sq. ft.
Tender capacity.....	18,000 gal.,	30 tons

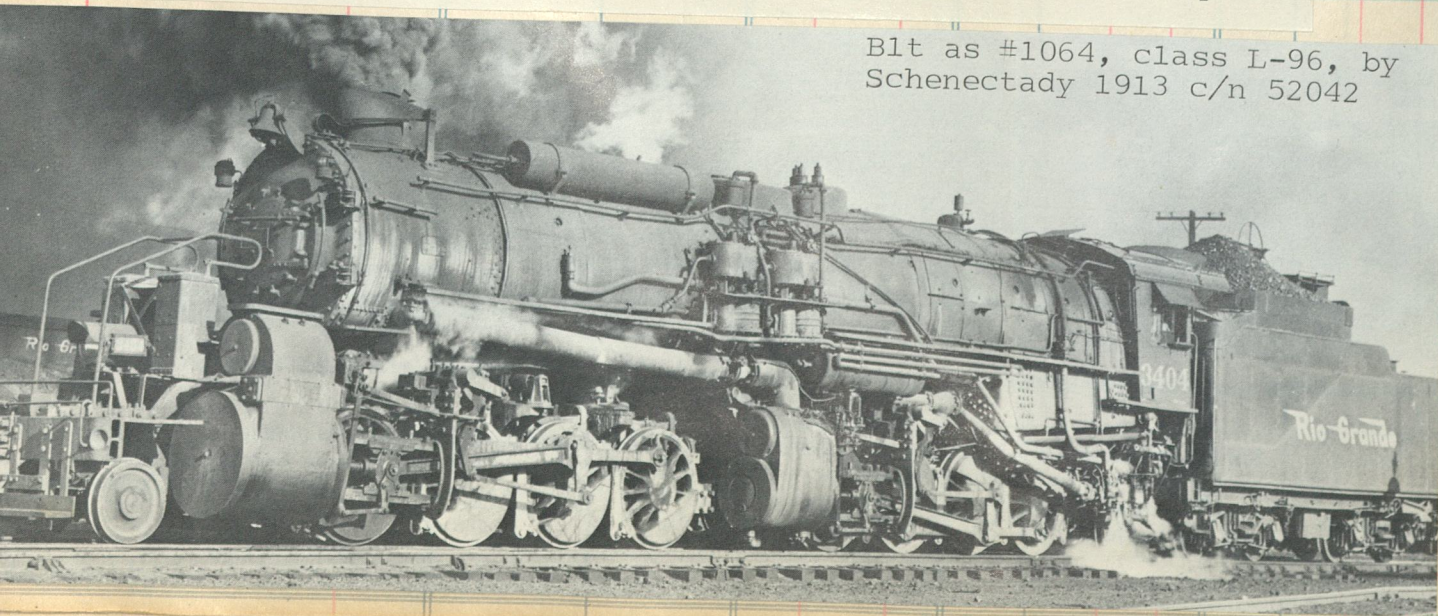


This magnificent edifice was the original Denver Union Depot

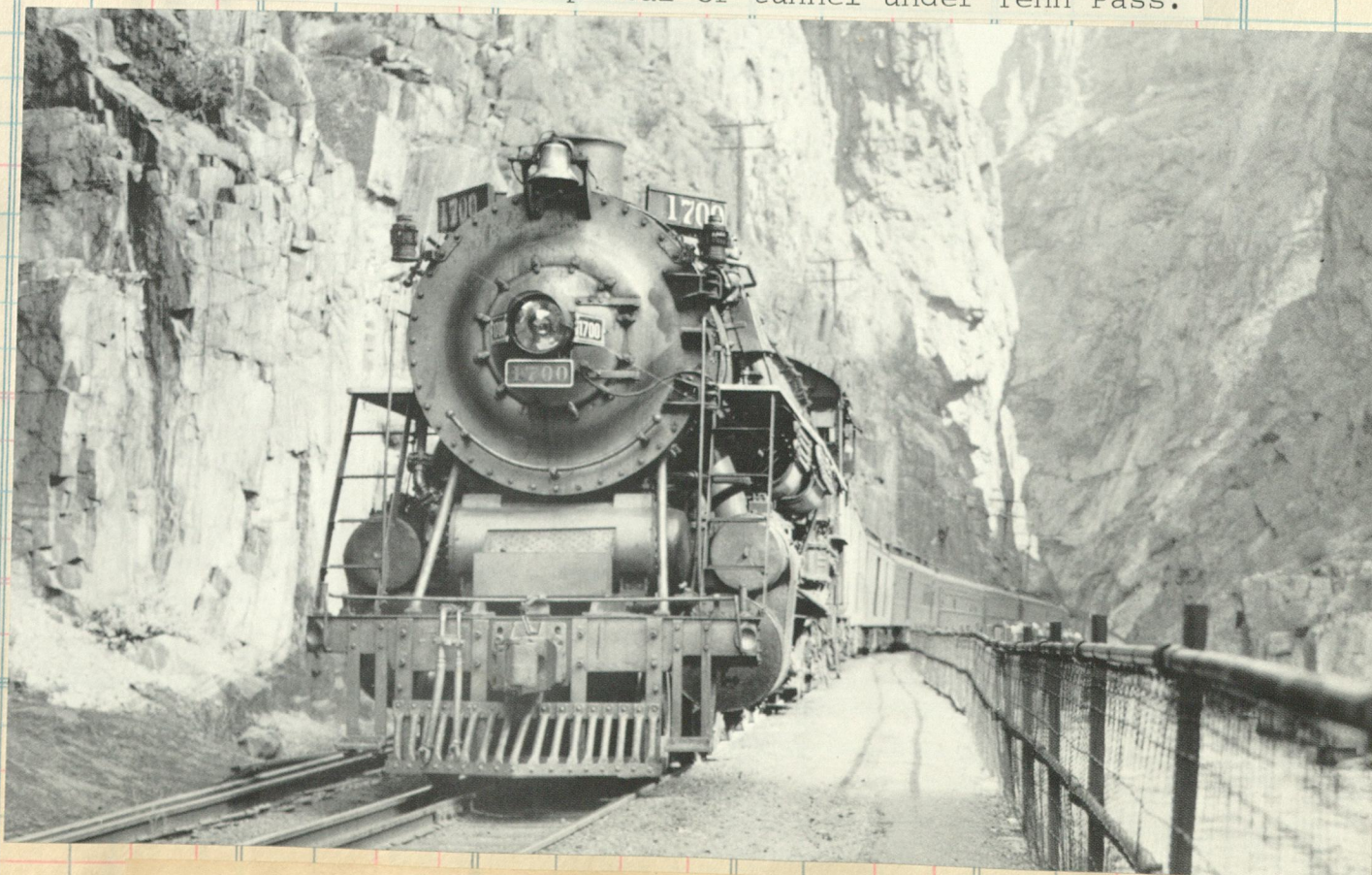


Otto C. Perry, 74 Elati St., Denver, Colo.

3608 pounds up to the east portal of tunnel under Tenn Pass.



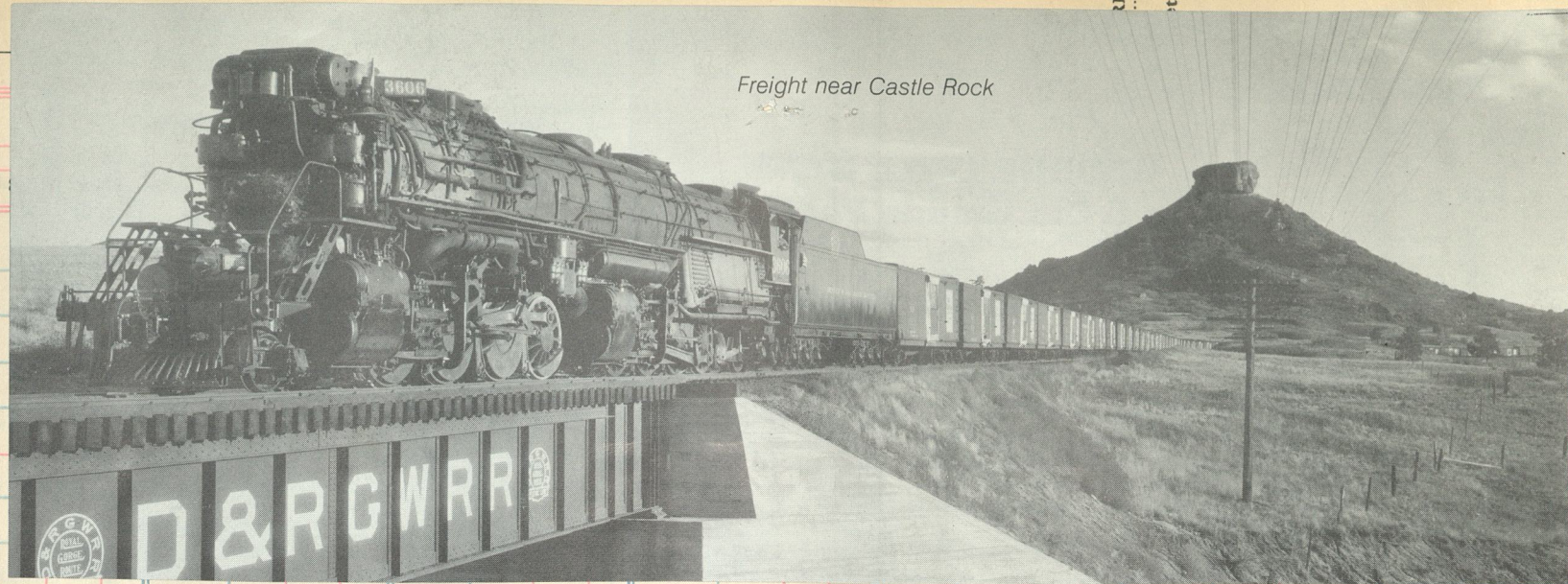
Blt as #1064, class L-96, by
Schenectady 1913 c/n 52042



No. 1 makes its routine stop in the Royal Gorge



"Wasatch Winter Sonata" composed by the 1407.



Freight near Castle Rock



Leaving the sun behind and plunging into the blackness of a Rocky Mountain storm, a Rio Grande train moves along west of Minturn, Colo.



Thru the Continental Divide

The Panoramic via Moffat Tunnel Route

James Peak

Colorado River—Dotsero Cut-off

Train No. 5—Panoramic—Via Moffat Tunnel Route

LOUNGE OBSERVATION CAR (daily) (Air-Conditioned), Denver to Ogden.
STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) (daily) Chicago to San Francisco, via C. B. & Q. No. 9, Denver & Rio Grande Western No. 5, Salt Lake City and Western Pacific No. 1.
STANDARD SLEEPER (10 Sections, 2 Compartments, 1 Drawing Room) (Air-Conditioned) (daily) Denver to Salt Lake City, via Denver & Rio Grande Western No. 5.
TOURIST SLEEPER (16 Sections) (Air-Conditioned) (daily) Kansas City to San Francisco (from No. 4), Denver to Salt Lake City and Western Pacific No. 1.
DINING CAR (Air-Conditioned)—Service a la carte and table d'hôte.
COACH (Air-Conditioned), Denver to Ogden.

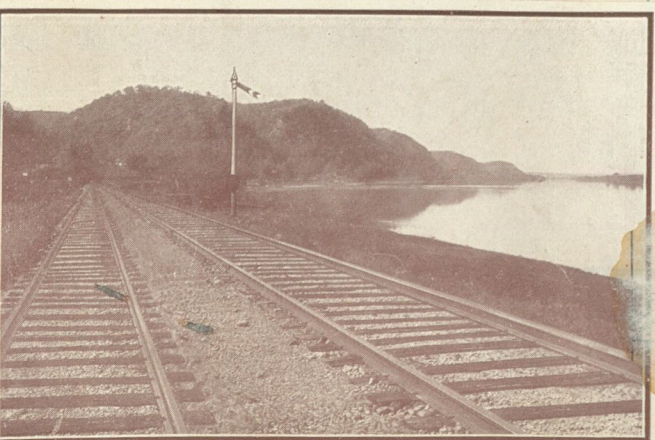
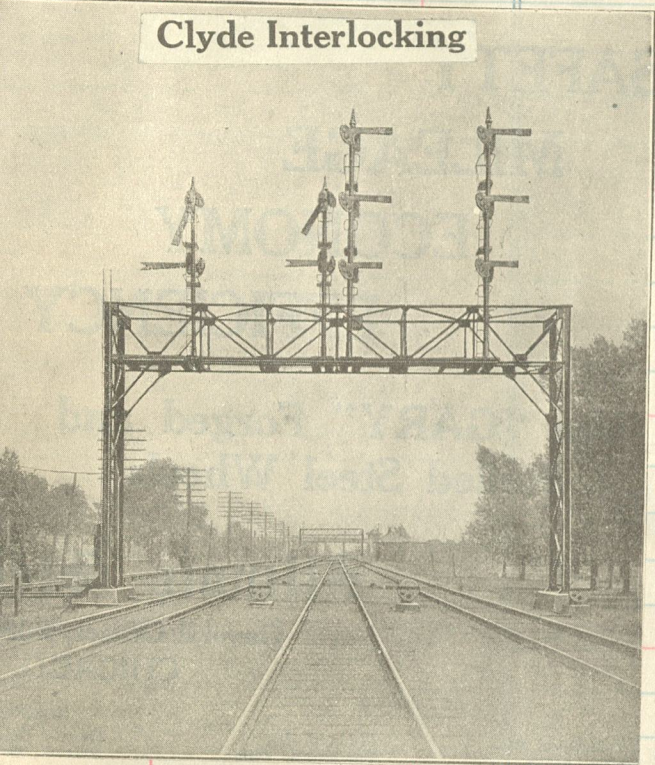
A pair of Mikes lean into the harness with Trn #5 on climb to Moffat Tunnel

SELLER
DATE
FORM

Burlington Route

Chicago, Burlington and Quincy Railroad

Clyde Interlocking



A Picturesque Scene on the Mississippi River Scenic Line OKM

Chicago, Burlington & Quincy Railroad



The little Mogul appears in a joyful mood as she rolls along with the peddler, Extra 1261 south, thru the Iowa countryside near Ft. Madison. She was born in the Rogers plant as No. 544 of the Kansas City, St Joseph & Council Bluffs in 1900, c/n 5516. In 1901 became Hannibal & St Louis #544 then in 1904 renoed C.B. & Q. #1261. Retired from active service in April 1947.



CB&Q 919, a 4-6-0, bucking snow west of Grover, Colorado on the Sterling-Cheyenne branch.

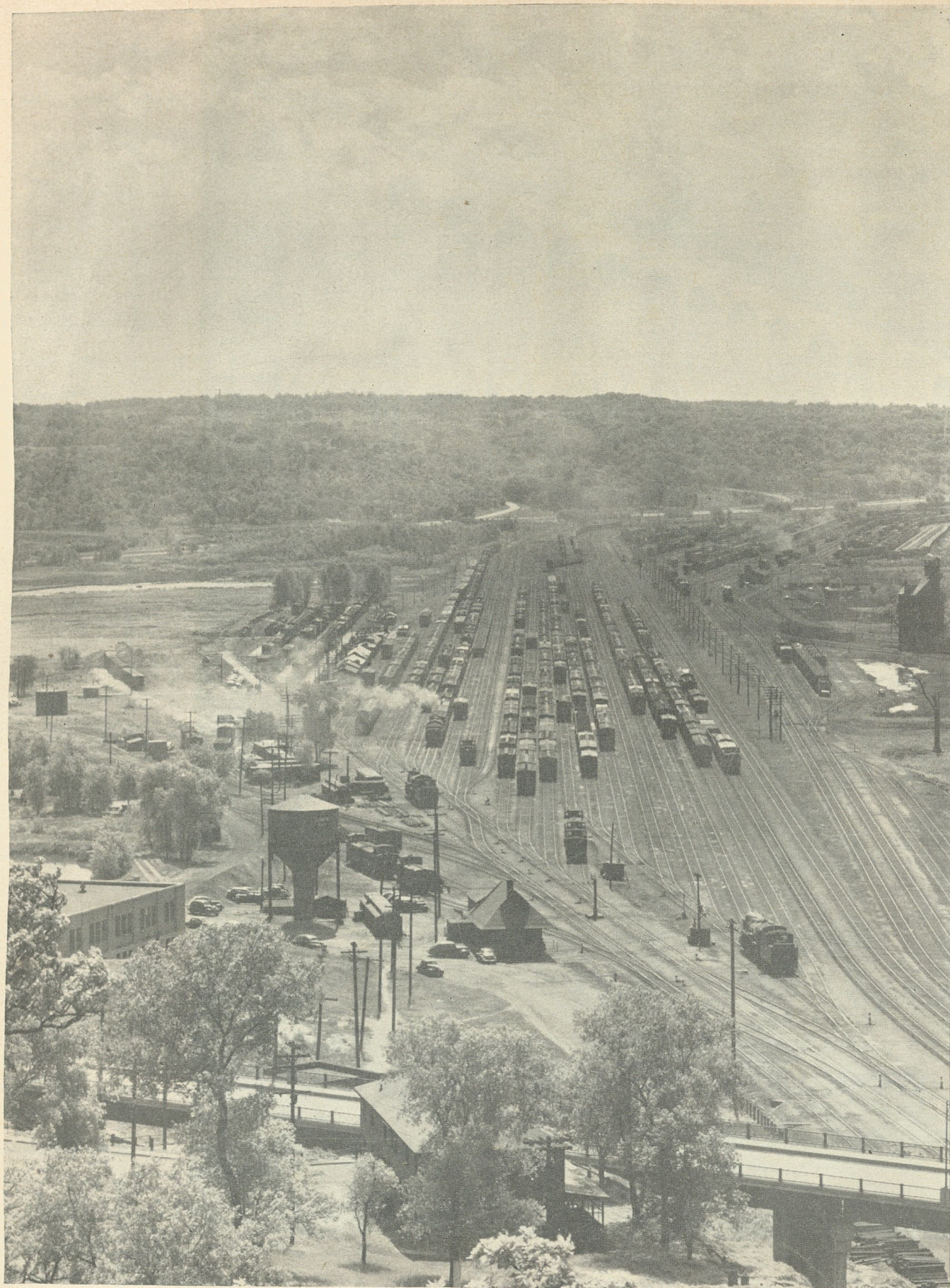
Feb. 1955

James L. Ehernberger

Note
Pg 46

Clos.

Amos



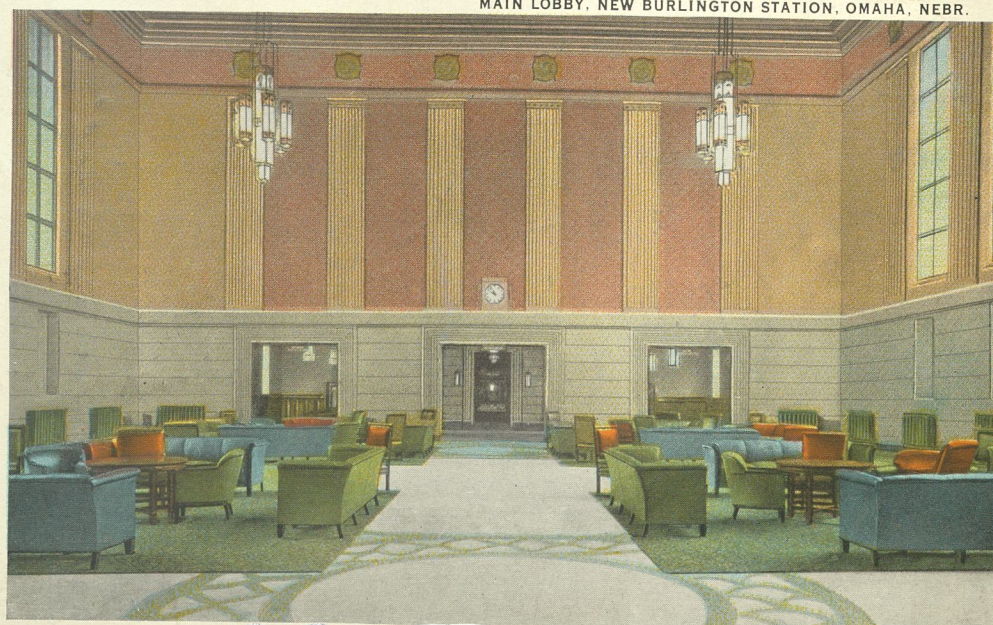
Each railroad has at each of its important terminals a vast gathering place for freight cars, a yard in which cars are stored, repaired and classified. They are the bases from which train crews operate. Spread out on the outskirts of St. Paul, Minn., is this yard of the Burlington.



The Mississippi near Savanna, Ill.
Along the "Father of Waters" for 383 Miles.



Crossing the "Father of Waters" at Burlington, Iowa

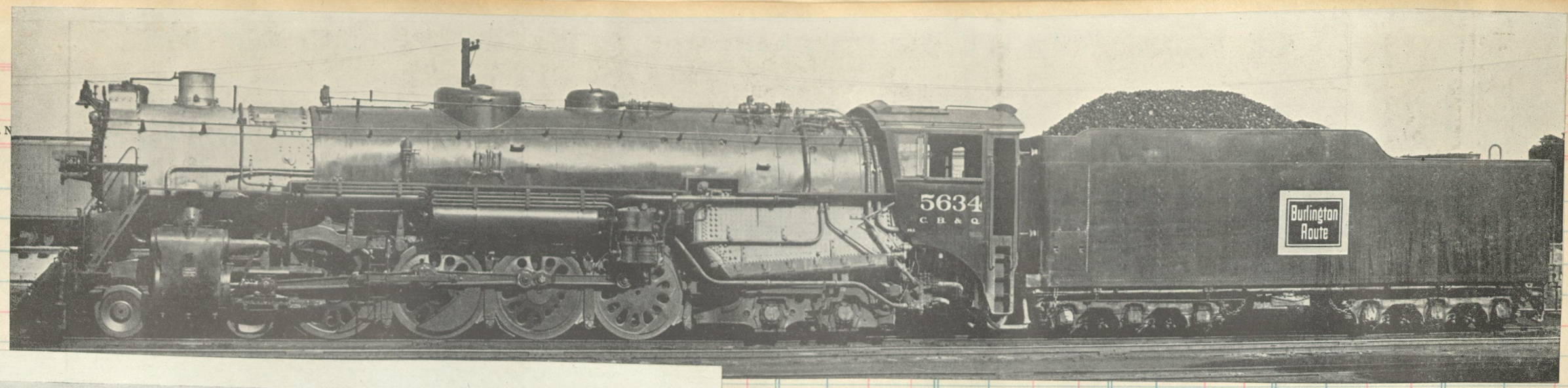


MAIN LOBBY, NEW BURLINGTON STATION, OMAHA, NEBR.

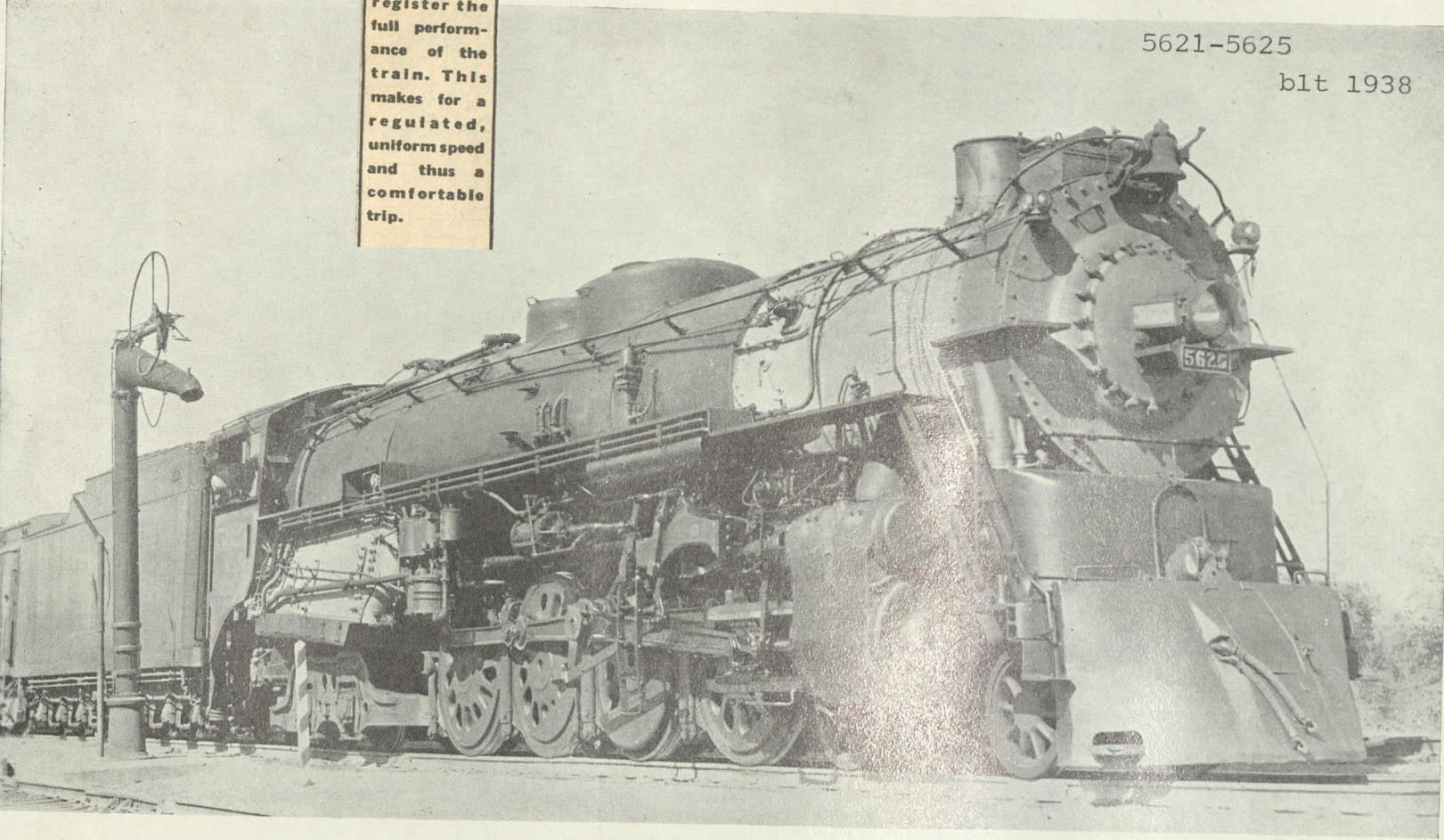
OA4413

The Locomotives Which Haul the Trains on the Burlington Main Lines

The Burlington is the only railroad west from Chicago and St. Louis whose locomotives are equipped with speed recorders which register the full performance of the train. This makes for a regulated, uniform speed and thus a comfortable trip.



5621-5625
b1t 1938



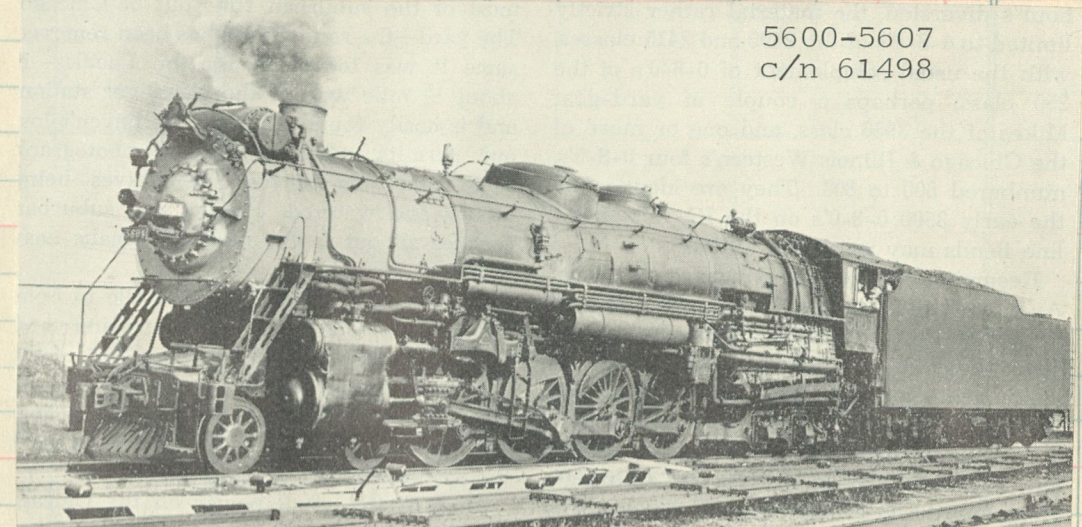
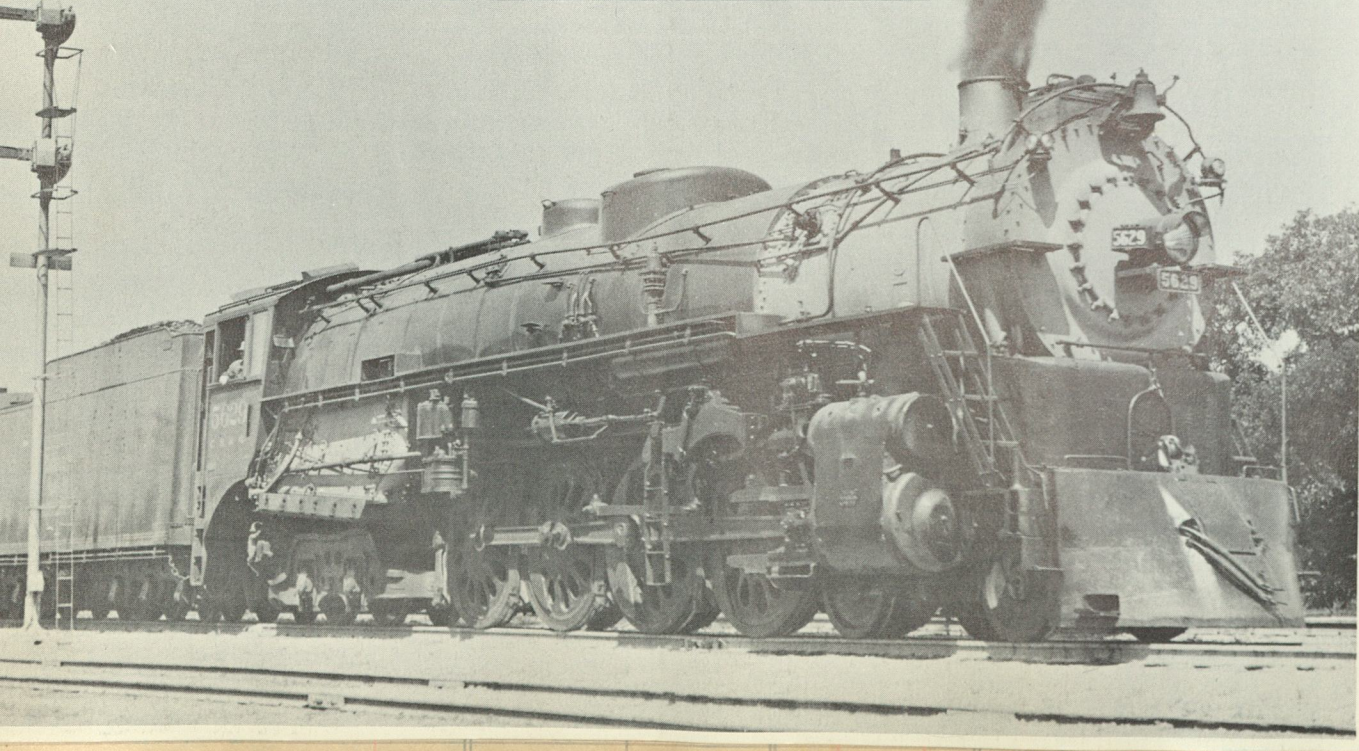
Built by the "Q" at West Burlington.

Under the wide trussed roof of its erecting shop at West Burlington, Ia., the Chicago, Burlington & Quincy has built many a locomotive. Latest were 15 4-8-4's built from 1938 to 1940. The 5625, with its 250-pound boiler pressure, 67,500-pound tractive effort, 28" x 30" cylinders, and 74" drivers, was one of the earlier of these. It is shown here on a passenger train at Red Oak, Ia., on the "Q's" main line 53 miles east of Omaha.



Brand new 5629, one of ten (5626-5635, the last engines built for the Burlington) constructed at the West Burlington shops 1940. Class O-5a shown here at Red Oak, Iowa on Trn #6, the east-bound ARISTOCRAT. Engine now property of the Cermountain Chapter N R H S.

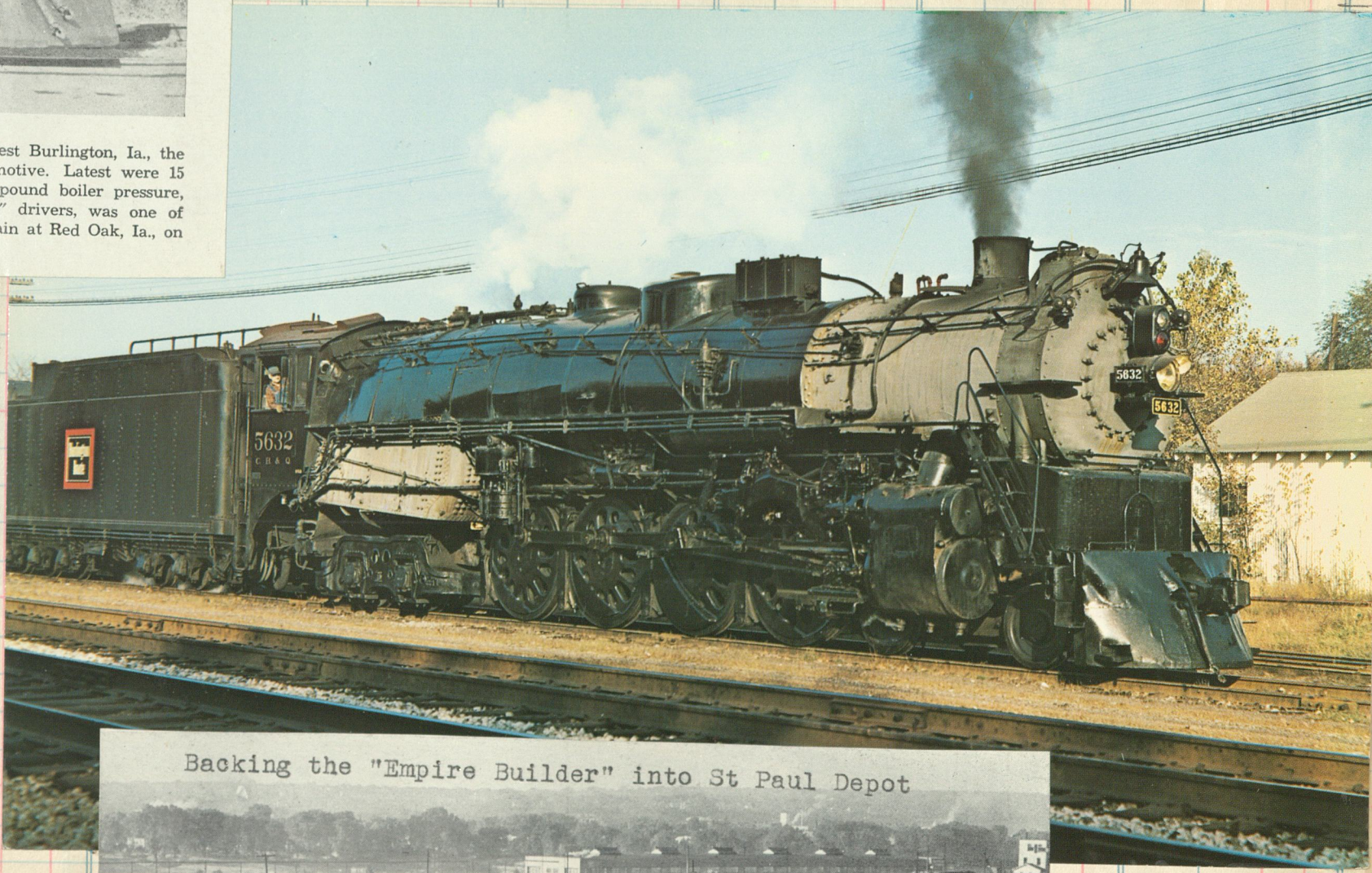
On static display at Colorado Railroad Museum



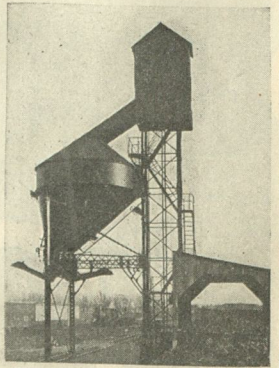
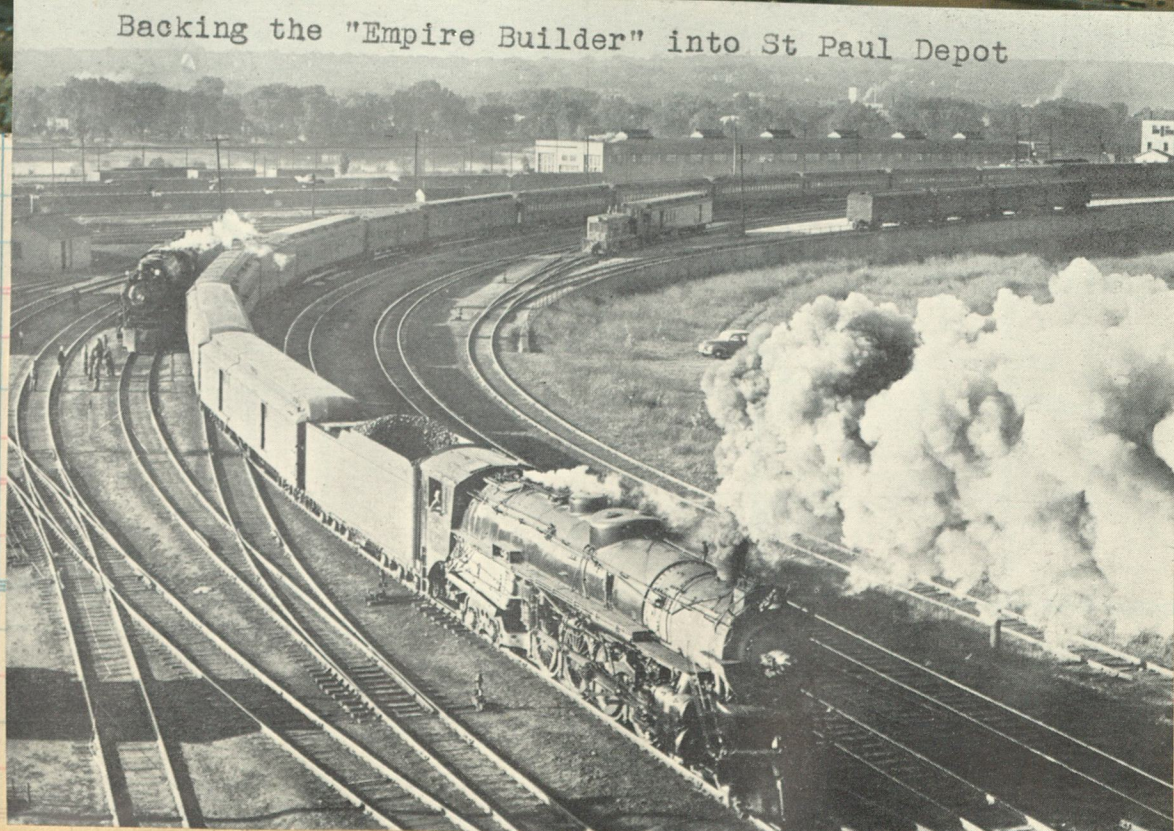
5600-5607
c/n 61498

No. 5604, CLASS O-5, BALDWIN 1930, at CONGRESS PARK, NOVEMBER, 1939.

John F. Boese



Backing the "Empire Builder" into St Paul Depot



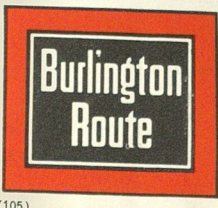
One of 35 on the C. B. & Q. Location: Whitman, Neb.



Burlington Route

A Symbol of Dependable Service

Everywhere WEST



BURLINGTON LINES

Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway

**11,440 Miles in
Thirteen States**

THE BURLINGTON
serves practically every
important commercial
center between
Chicago and St. Louis
and the Rocky Mountain
States, and through its
connection with the
Great Northern and
ownership of the
Colorado & Southern
reaches every point on
27,453 miles of road, in
seventeen states, having
an area of 1,500,138
and a population of
38,659,370.

THE BURLINGTON ROUTE
is amply equipped to meet all traffic demands upon it as to freight and passenger service,
and is operated with a full sense of its obligation to shippers and the traveling public.

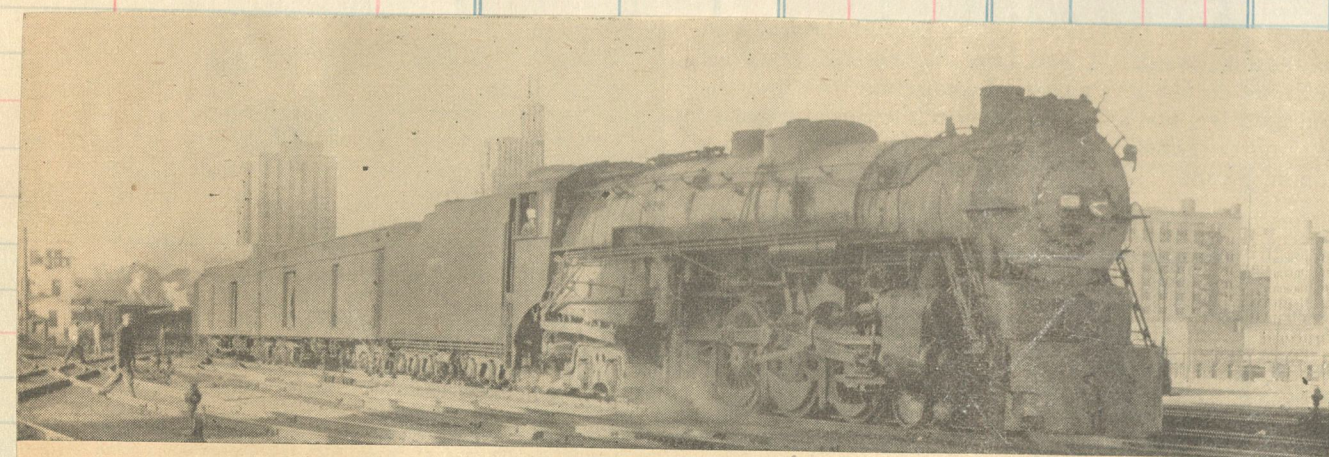
MCK TRAVELED



Bernard Corbin

IN IOWA, WHERE THE TALL CORN GROWS

This serene countryside could hardly be anywhere but in the opulent and comfortably nourished state of Iowa where fat dairies and broad cornlands reach as far as the eye can see. Through this lush pastoral the Burlington's Class 05, No. 5601, rolls through a summer evening ahead of seventy-five cars of time freight No. 61 two miles west of Red Oak.



BURLINGTON'S ENGINE 5629 LEAVING ST. PAUL TERMINAL



High-water mark for steam on the Burlington was its homemade 5600-series 4-8-4, a big-boilered job engineered primarily for tonnage but quite at home rolling up to 80 miles an hour in passenger service. Here, in September 1953, is eastbound freight at Wataga, Ill., behind the 5624.



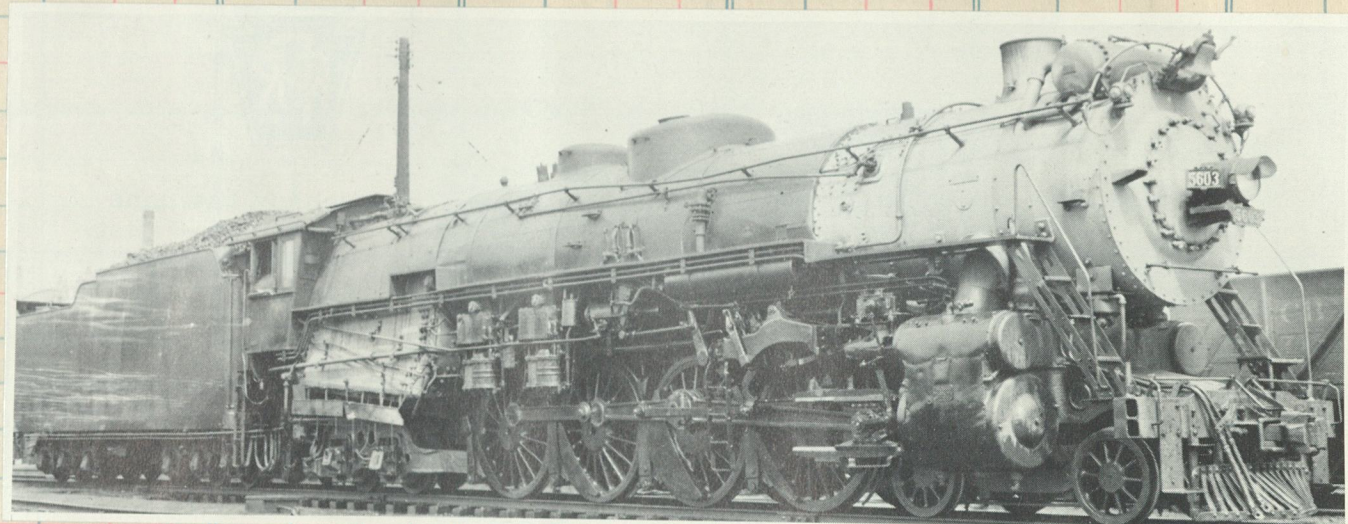
5600-5607

c/n 61523

Baldwin 1930

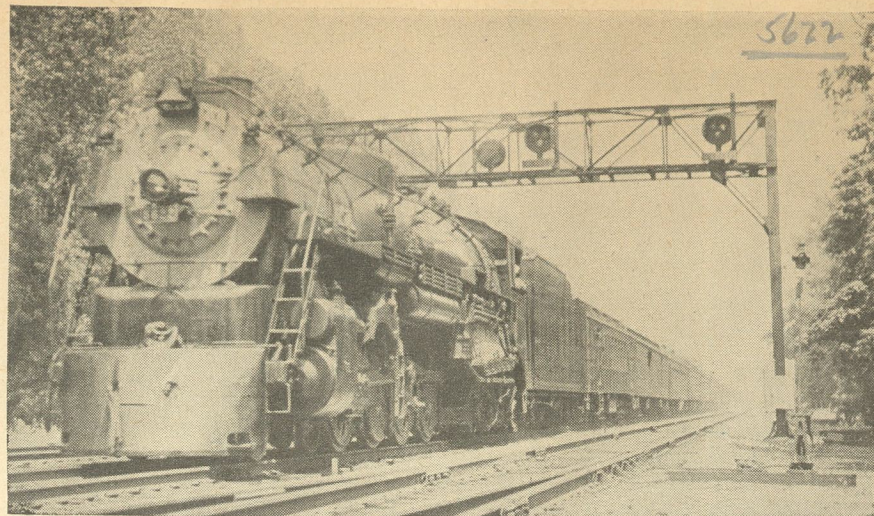
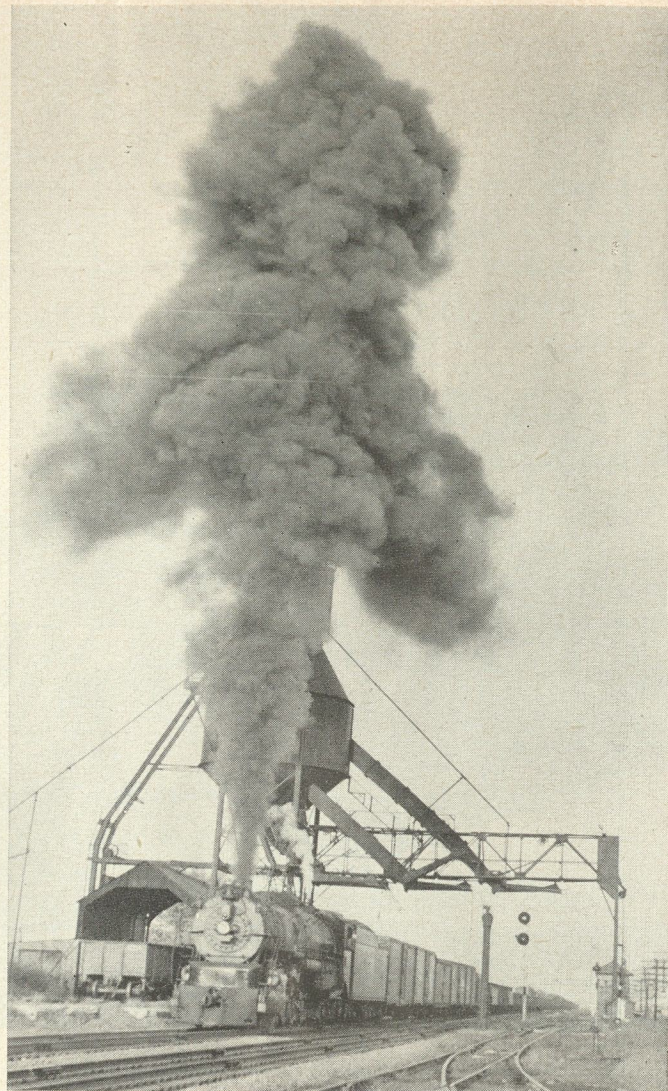


CB&Q 5600 hurls a heavy-weight consist along the Chicago-Aurora Mainline near Naperville, Ill. in January 1940. Northern 5600 was the first in number of eight 4-8-4's received from Baldwin in 1930. The A-5's pleased Burlington management so much that the company built 28 more Northerns (0-5A's) at the West Burlington, Ia. shops between 1936 and 1940.

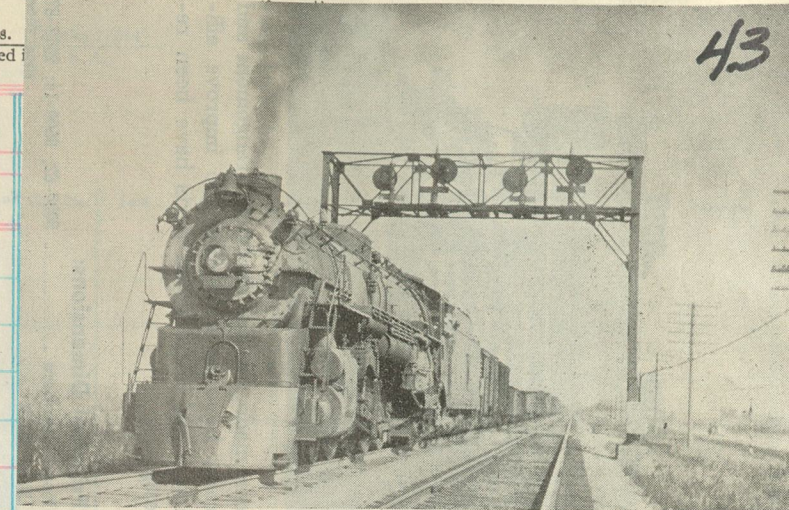
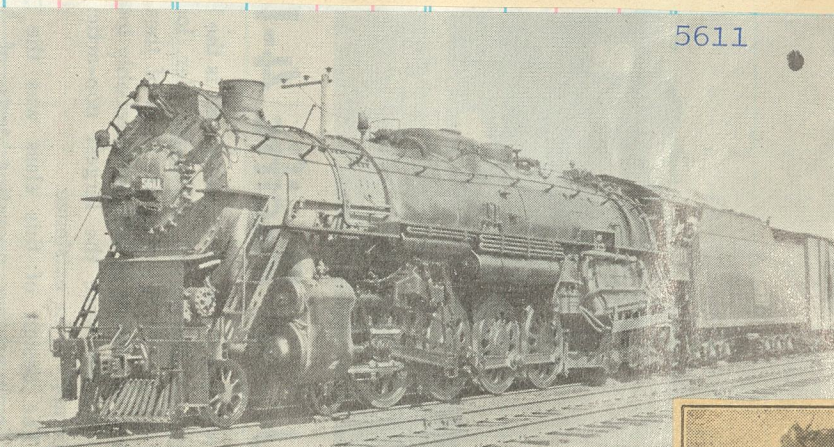


Smoke over the prairies

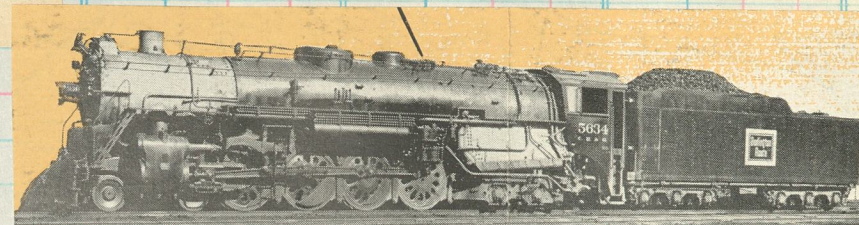
DRAMA IN ONE ACT: On a lazy September afternoon we had two seats on the main floor as Burlington Extra 5621 West braked into Mendota, Ill., with 110 cars tied to the tail of its great 4-8-4. A couple of snorts after stopping and the Northern was satisfactorily spotted under the coaling tower. While the engine crew took on fuel and water, cleaned the fire, and oiled around, there was time to examine a choice hunk of machinery. The O5A's boiler came from Philadelphia (Baldwin Extra Order 6675) but the Q had assembled the engine herself in its West Burlington (Ia.) Shops. Componentwise, she failed to be a creature of classic lineage, what with the solid pilot, hooded air pumps, Mars light, etc. Yet considered altogether, the 5621 made up for in bulk what she lost in detail so that even the most precise of on-lookers could not help but be impressed. At length everybody climbed aboard, the air was released, and back came the throttle. The Northern rolled forward a few feet and stopped — no huff, no puff, no cinders, no nothing. Her thin, spectacled, peak-capped master took note of the situation by reversing, taking a dozen or more cars' slack, and trying again. Once more the mysteriously quiet 5621 refused to be prodded. She didn't so much as slip a quarter turn of her 74-inch drivers. Now the little man in the big cab was losing humor, too, and the next backward motion for slack may have been felt in the caboose. On the third roll for a start, he had the engine moving perhaps eight miles an hour when the tonnage tightened into inertia; just as the drivers almost lost motion he muttered something rare to the fireman, stood up, and hauled back, way back, on the throttle. Now the drivers fought the threat of slipping, a fine rain of cinders came down, and Extra 5621 West was once more so many gross ton-miles per freight train-hour.



MAIDEN TRIP FOR EXPOSITION FLYER
Locomotive of the Chicago, Burlington & Quincy Railroad is hitting 75 miles per hour through Forest Preserve, Chicago, Ill., as it pulls flyer on first trip.



5630 departs Somonauk, Ill.



The 5632 at Palmer Lake

N.R.H.S. 17 car special....1963

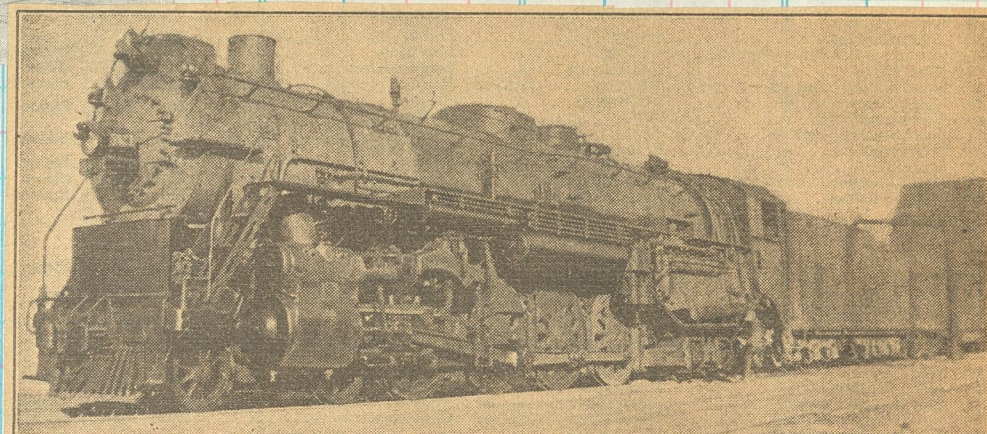
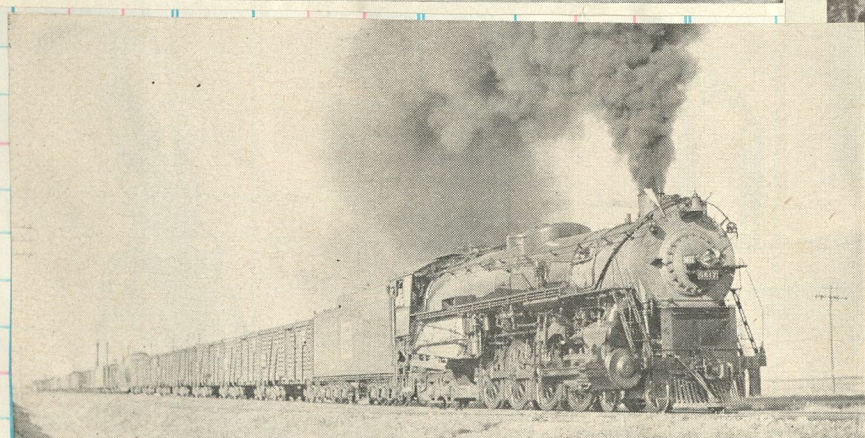
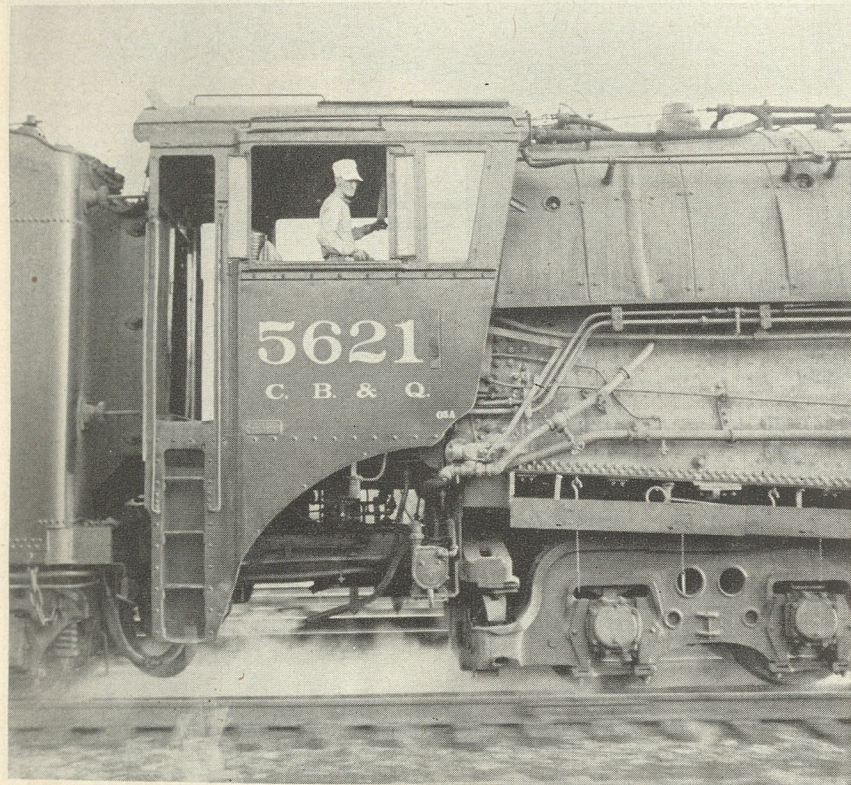
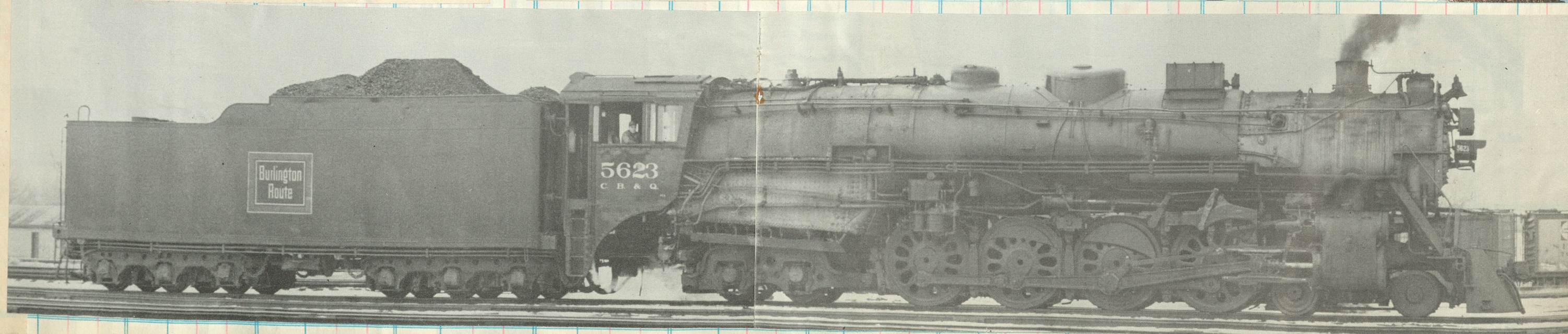
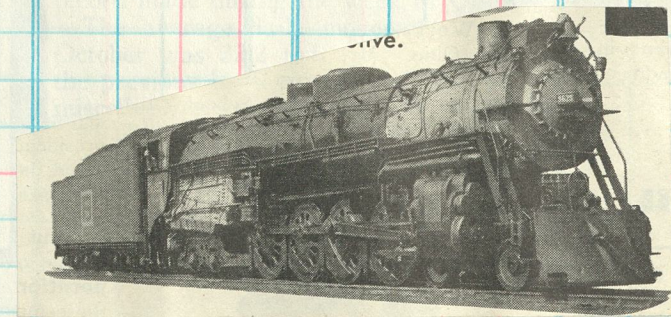


Photo by Donald P. Warder, Fremont, Iowa
Number 5621, a Home-Made Burlington 4-8-4. Completed last August, is now assigned to such heavy expresses as the "Exposition Flyer," for sprints through hilly Southern Iowa.



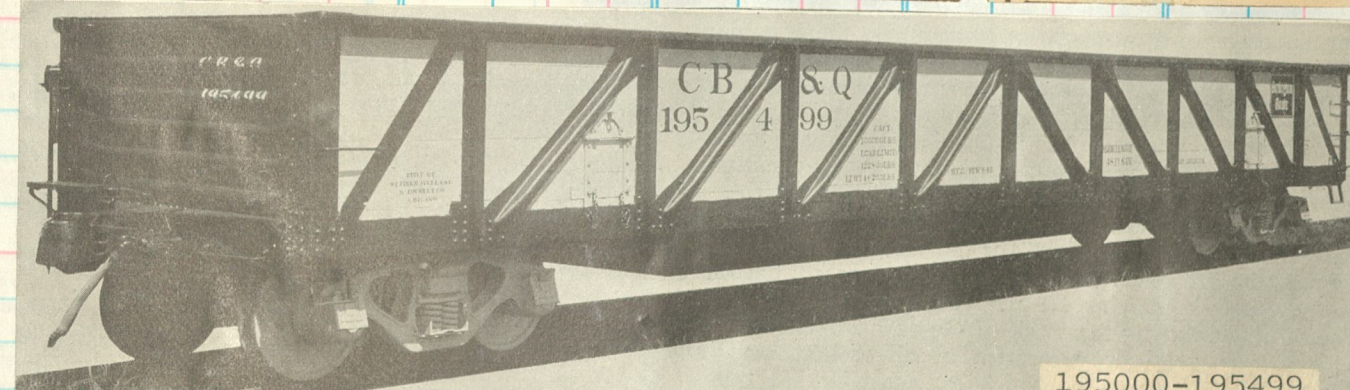
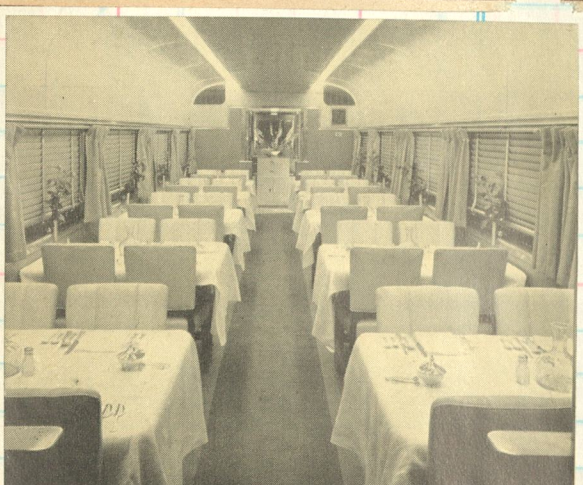
CHICAGO, BURLINGTON & QUINCY ENGINE 5617 NEARING DENVER WITH HEAVY FREIGHT DRAG
R. H. Kindig





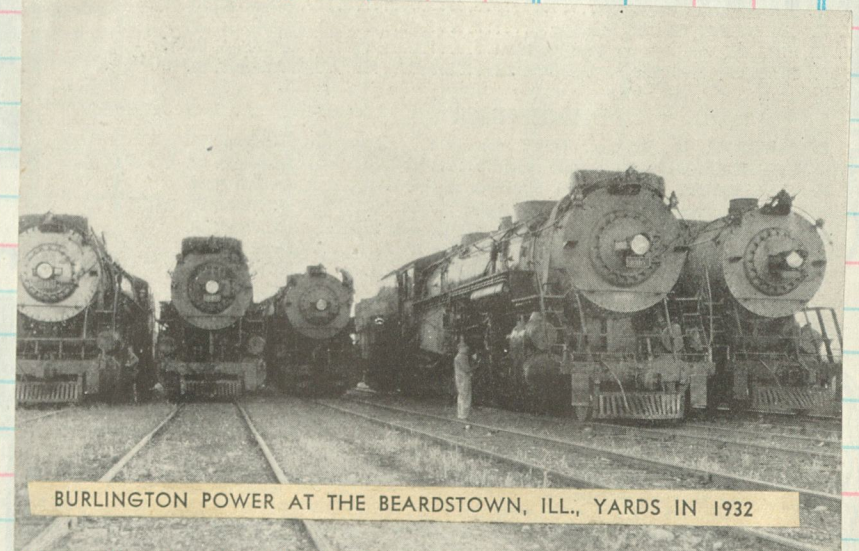
The hills of the Mississippi at De Sota, Wis., near La Crosse. Wide expanse of river and hill make the scene one of extraordinary beauty.

A railroad with its bands of steel,
Its ties of oak and iron wheel;
For men will never be content,
Till these o'erspread the continent.



50-Ton Composite Gondola Car Built by Western Steel Car & Foundry Co.

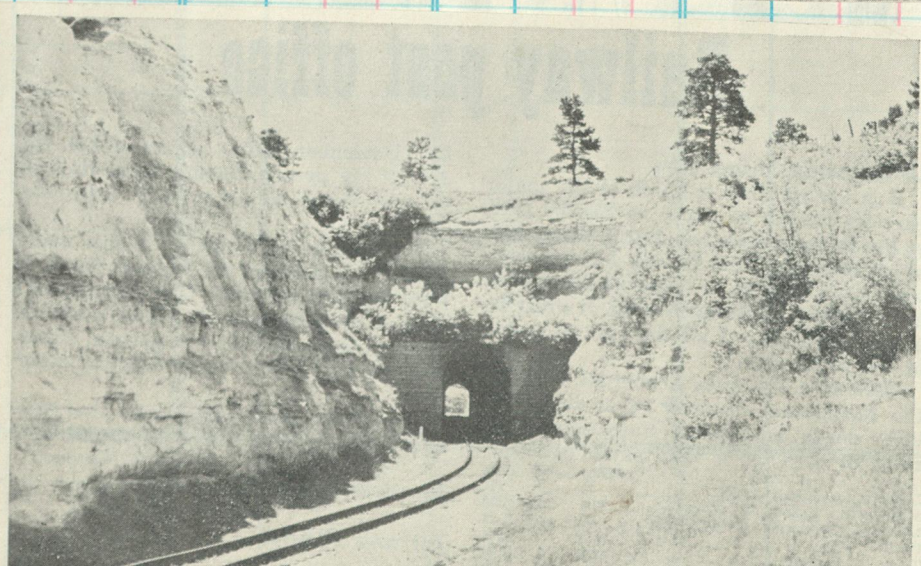
1925



BURLINGTON POWER AT THE BEARDSTOWN, ILL., YARDS IN 1932

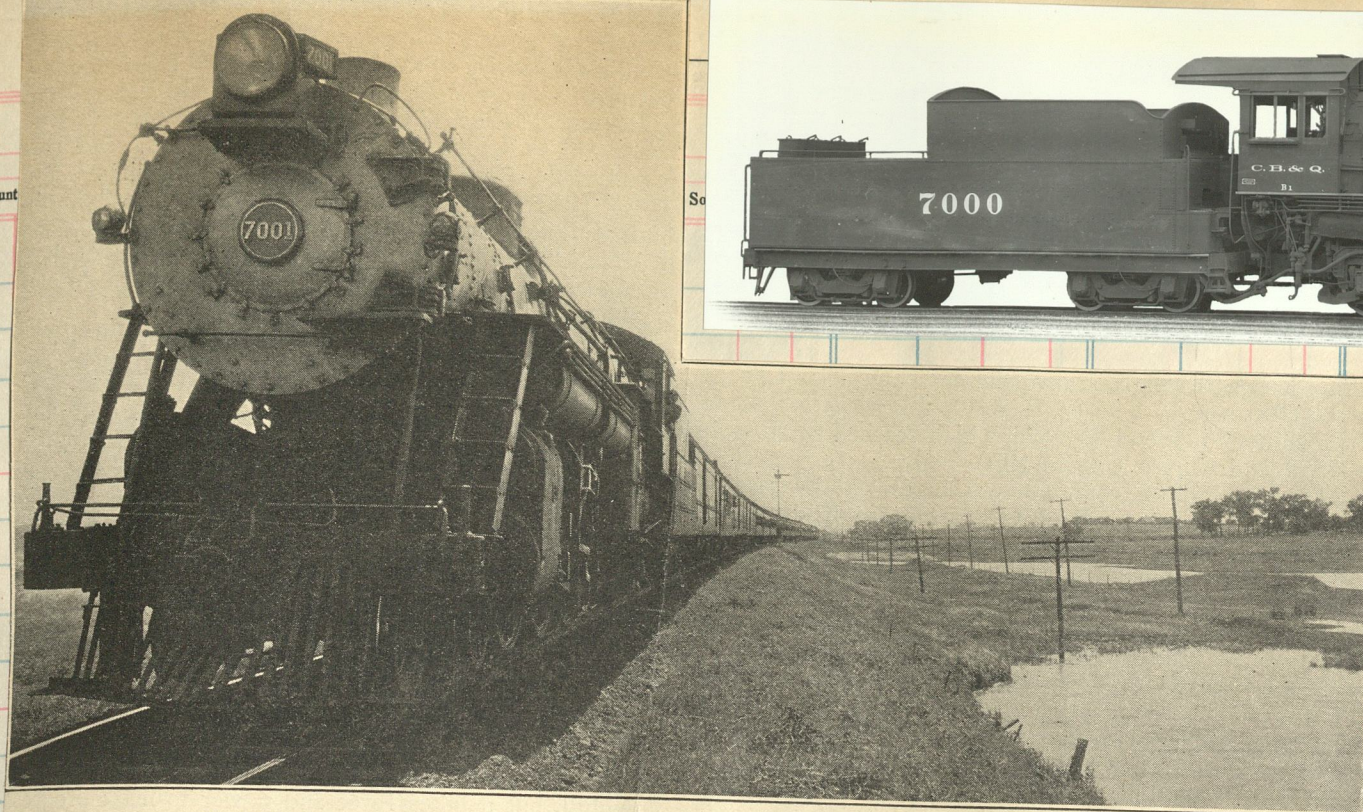


The "garden" at Galesburg

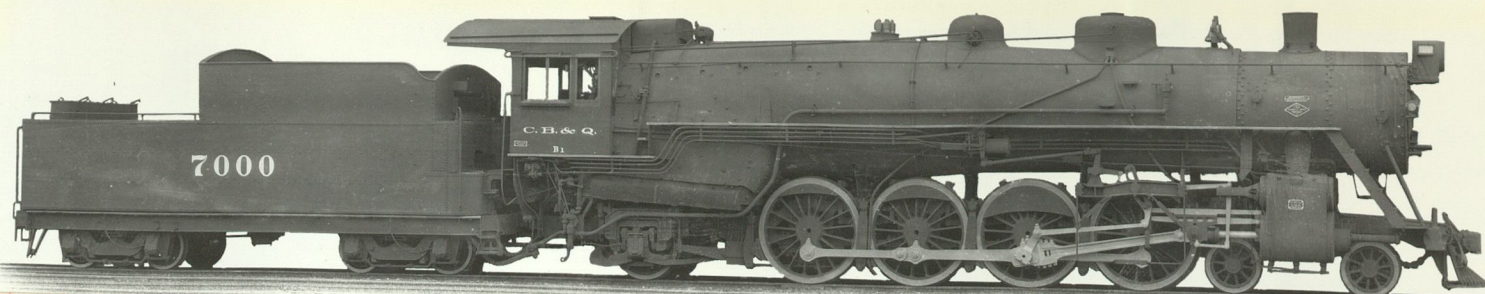


This is said to be the only railroad tunnel in Nebraska. It bores through Pine Ridge, near Belmont, on the Burlington. Pine Ridge is one of the highest points in the state: 4496 feet above sea level. From this west portal the rails descend for 13 miles and go around a scenic horseshoe curve to Crawford, 3678 feet above sea level. The Burlington uses big class M-2a helpers on this hill.

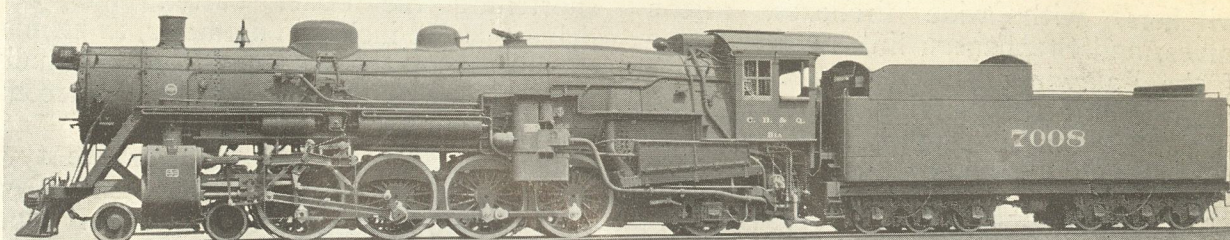
Cos. No. Sold Amount



One of the Present Day Passenger Trains of the Chicago Burlington & Quincy R. R., With All-Steel Equipment, 1925

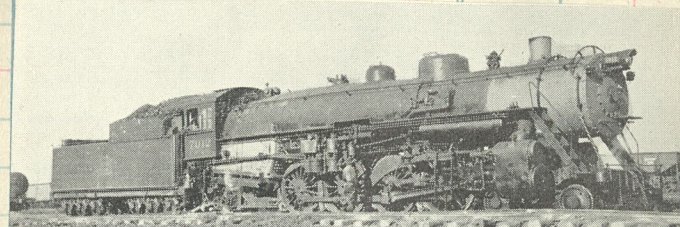


With more and more steel equipment being brought into Passenger consists, trains were becoming too heavy to be handled by Pacifics. In 1922 LIMA built eight [7000-7007] for main line service. These were followed by thirteen from Baldwin [7008-7020] in 1925

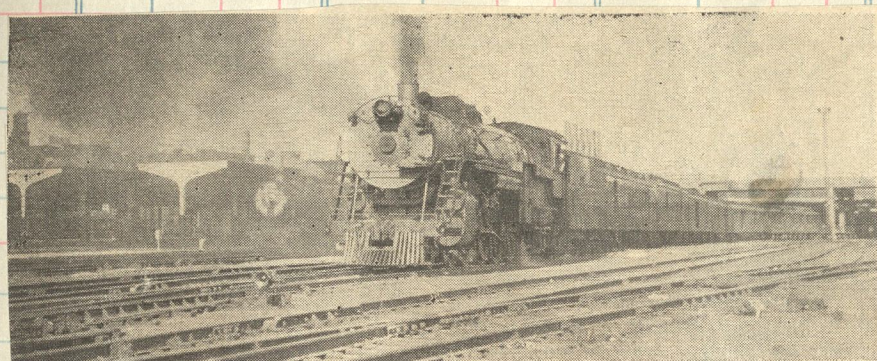


7008-7020

Mountain Type Locomotive, Class B-1-A, Built by The Baldwin Locomotive Works, 1925 c/n 58482



No. 7102, CLASS B-1A, BALDWIN 1925, AT CLYDE.

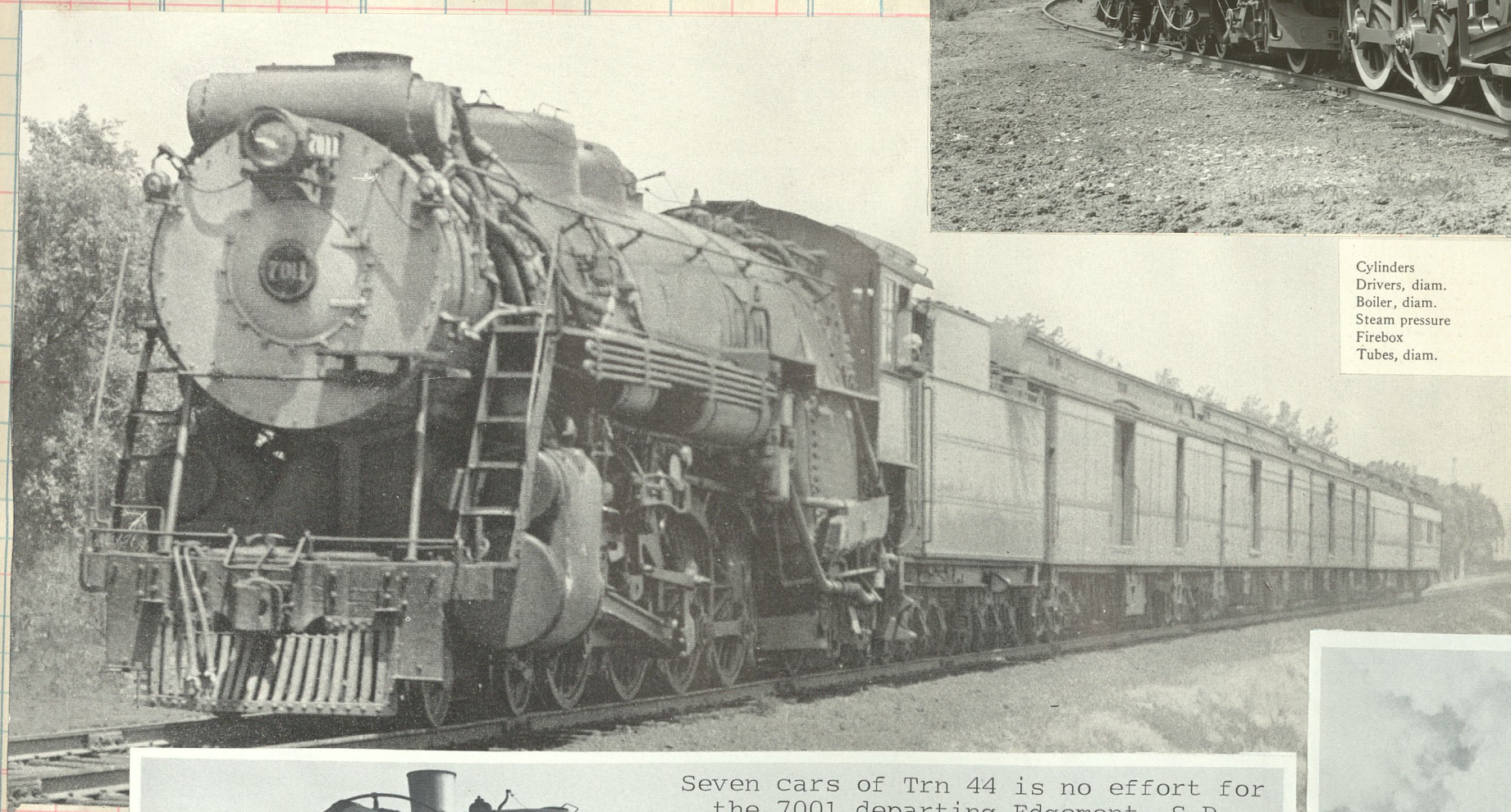


BURLINGTON'S HEAVY MOUNTAIN TYPE ENGINE 7001 HAULING THE FAMOUS LIMITED "AK-SAR-BEN" Rail Photo Service OKM

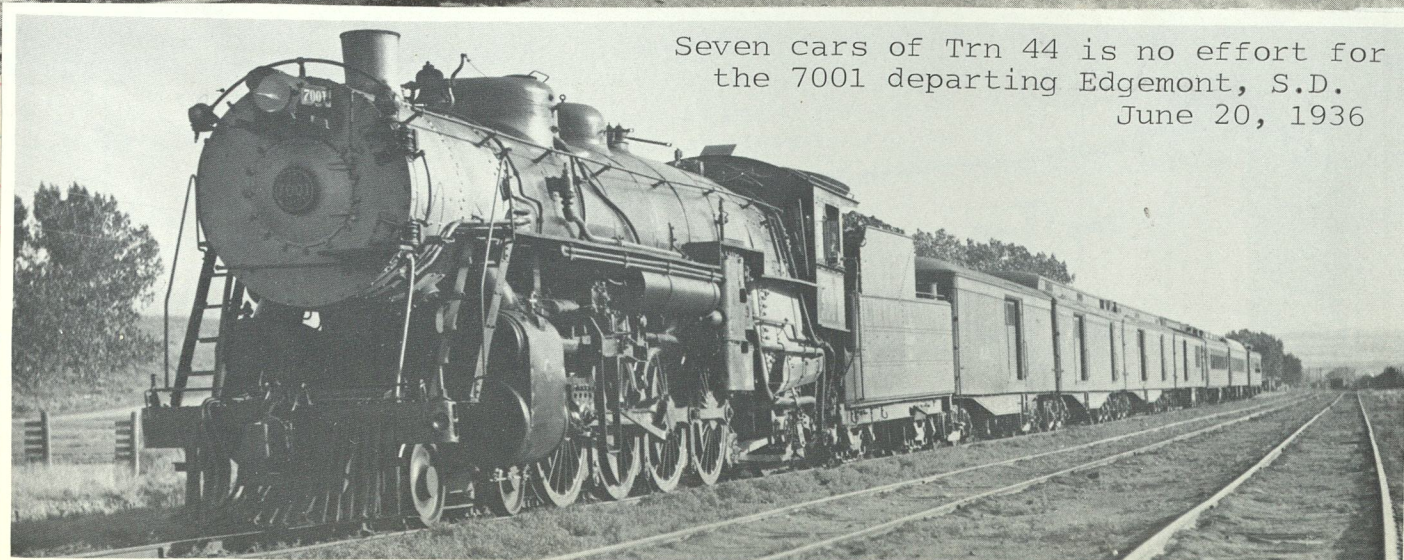


Cylinders	27" x 30"	Tubes, number	5 1/2", 48; 2 3/4", 183	Wheel base, driving	19' 3"	Weight, total engine	367,700 lb.
Drivers, diam.	74"	" length	22' 0"	" " total engine	41' 7 1/2"	" " and	609,700 lb.
Boiler, diam.	78"	Grate area	78 sq. ft.	" " " and	81' 5"	Tank capacity	12,000 U. S. gal.
Steam pressure	210 lb.	Water heating surface	4263 sq. ft.	tender	247,000 lb.	Fuel	18 tons
Firebox	116 3/8" x 96"	Superheating surface	1252 sq. ft.	Weight on drivers		Tractive force	52,750 lb.
Tubes, diam.	5 1/2" & 2 3/4"						

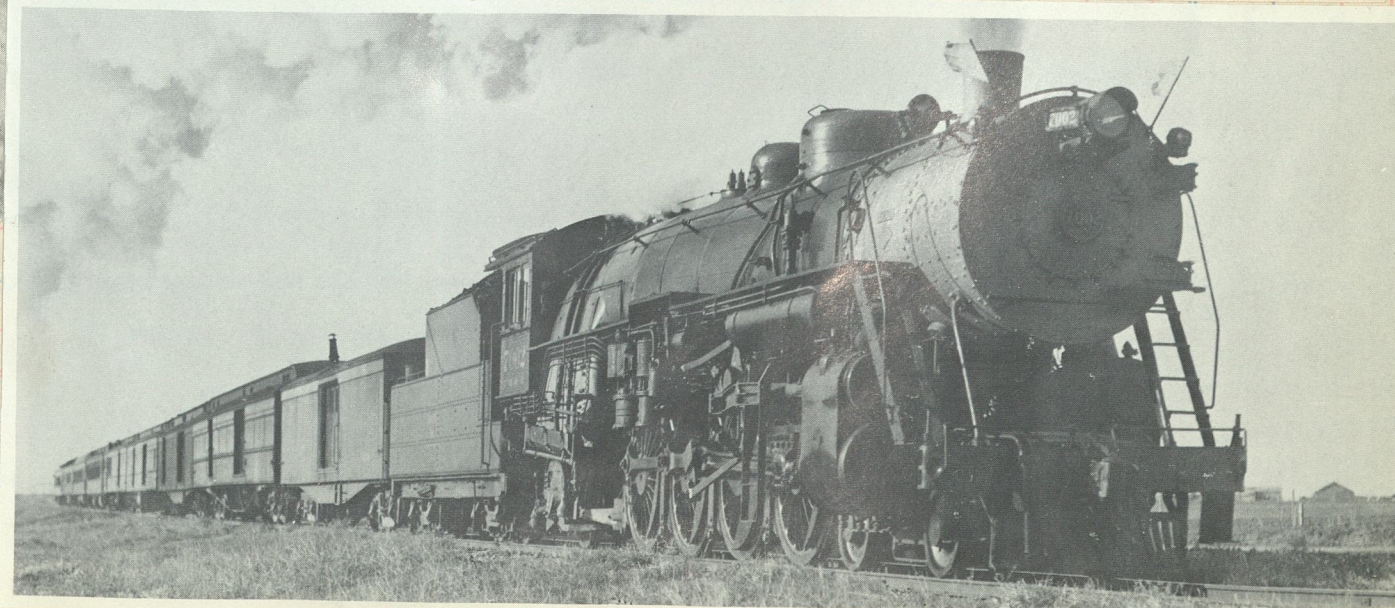
At a Master Mechanic's Convention during the Twenties overheard was remarks like.....
"the Burlington design their engines with a T square",
"the only thing round on them are the wheels."
Appearances of their power, at that time, might give one that impression. There's no question but what it was very distinctive, and still, attractive!



Seven cars of Trn 44 is no effort for the 7001 departing Edgemont, S.D. June 20, 1936



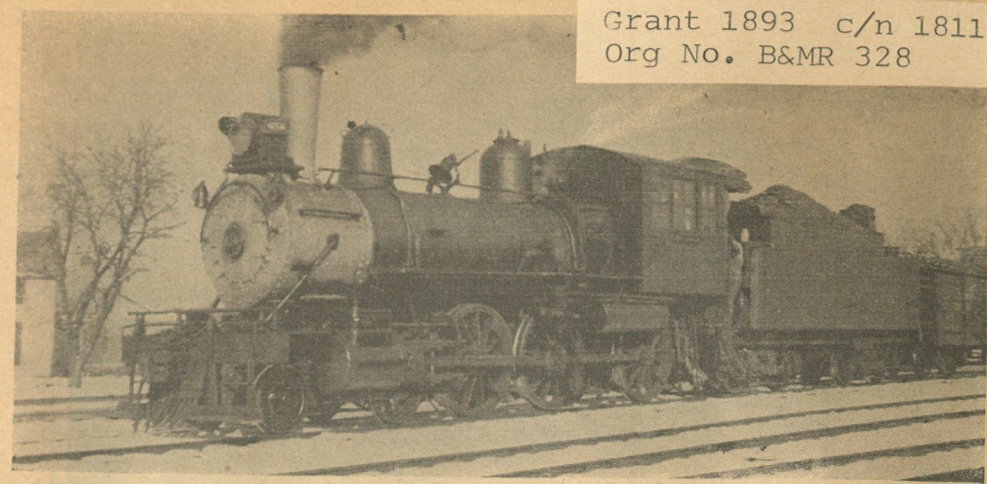
The 7002 with Trn #41, here running as an extra, west of Alliance on June 6, 1937



In 1892 Rogers delivered fifteen 4-6-0's noed B&MR 302-316. The 309 was renoed CB&Q 637 c/n 4788 Now on static display at Aurora

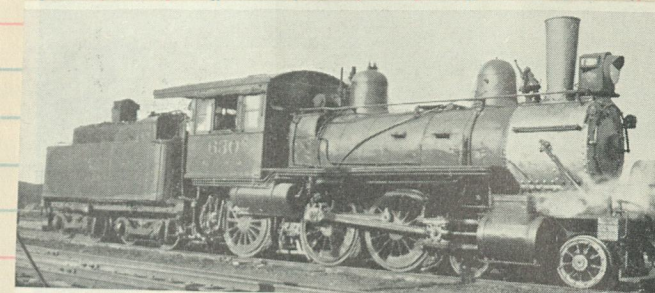


Ten-Wheeler No. 637, a Class K-2, was hauling 10 cars of nursery stock from Shenandoah to Red Oak, Iowa. She was making a run for a grade that lay ahead.

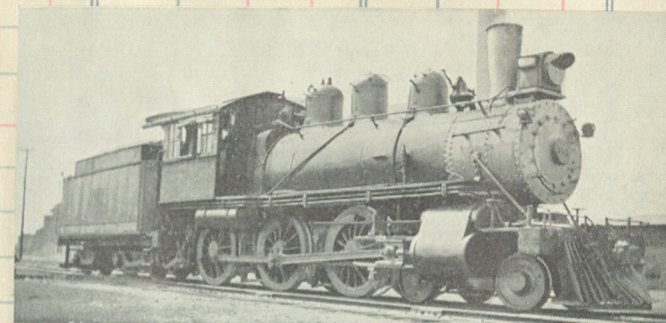


Grant 1893 c/n 1811 Org No. B&MR 328

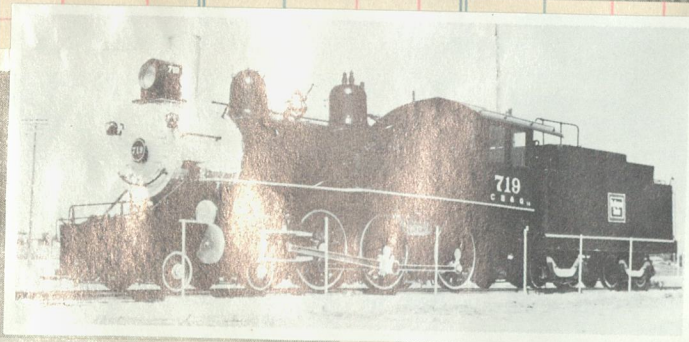
RELIC of yesteryear: Burlington 656 in high-stack era



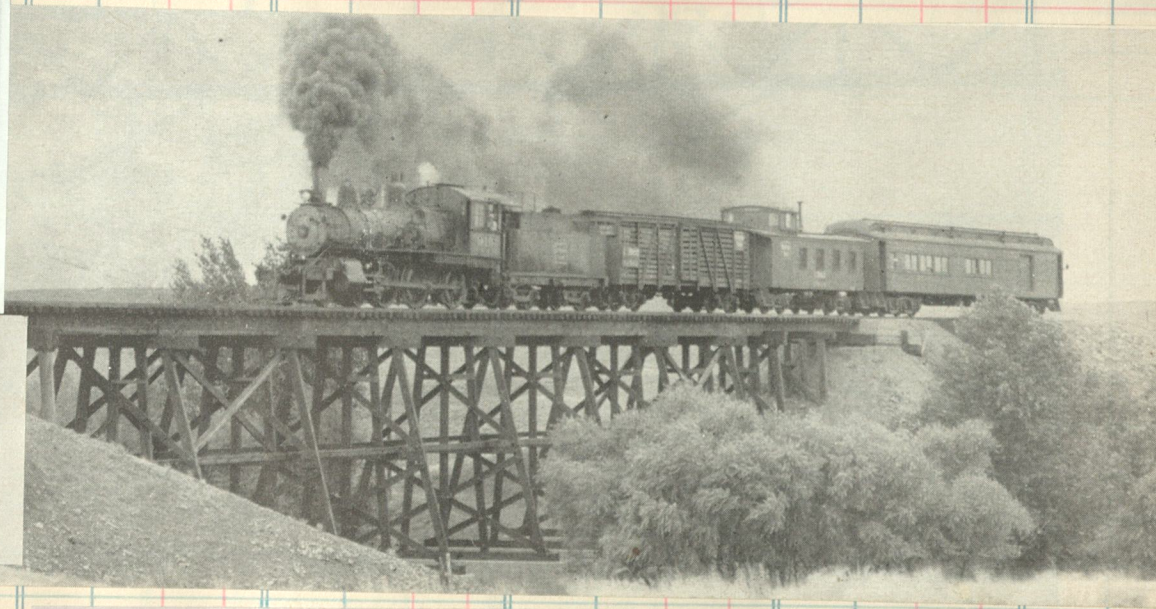
No. 630, CLASS K-2, ROGERS 1892, AT CLYDE.



No. 953, CLASS K-10, WEST BURLINGTON 1900, AT EOLA.



The last 10 wheeler to work on the Burlington was the 719, on static display at Alliance, Neb. B1t 1903 at Havelock Shops as B&MR #40 then 3687. To CB&Q 719 and 919. Final service was working the mixed between Sterling, Colo & Cheyenne.



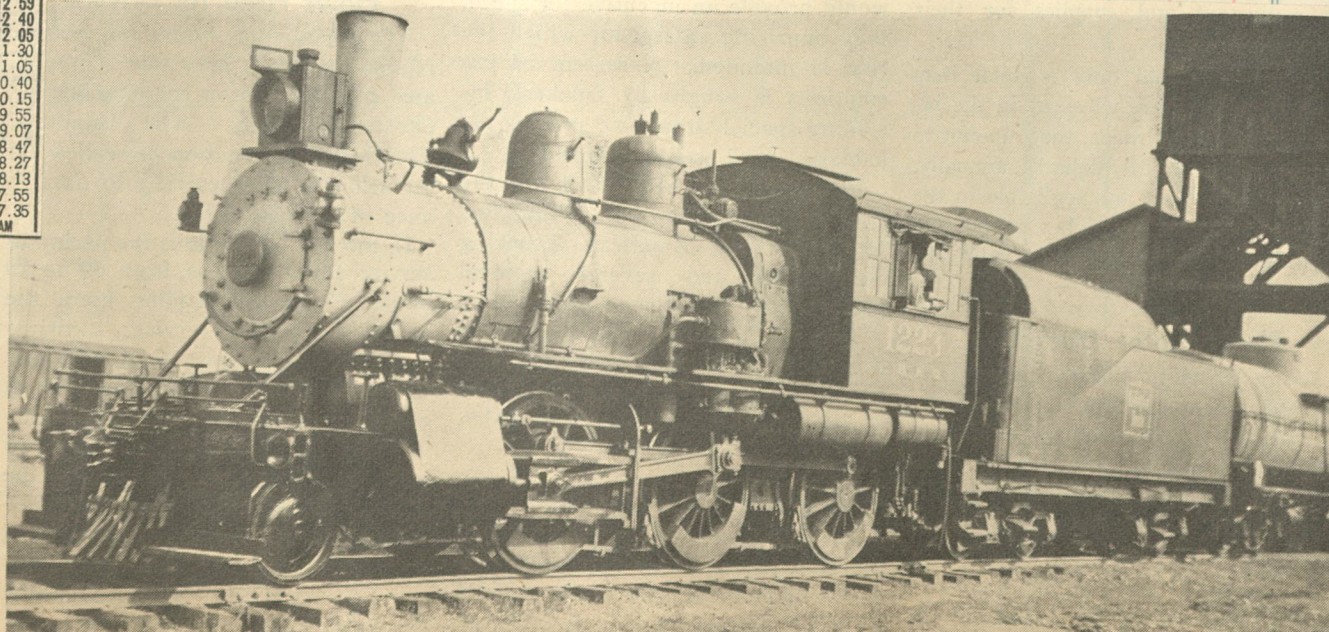
Little engine-little train-wonderful tradition!



Both photos, Jim Ehrenberger.

CHEYENNE LINE is this photographer's favorite, and one needs no explanation to stand why. Ten-Wheeler 919 crosses the Union Pacific wye at Cheyenne in August 1954.

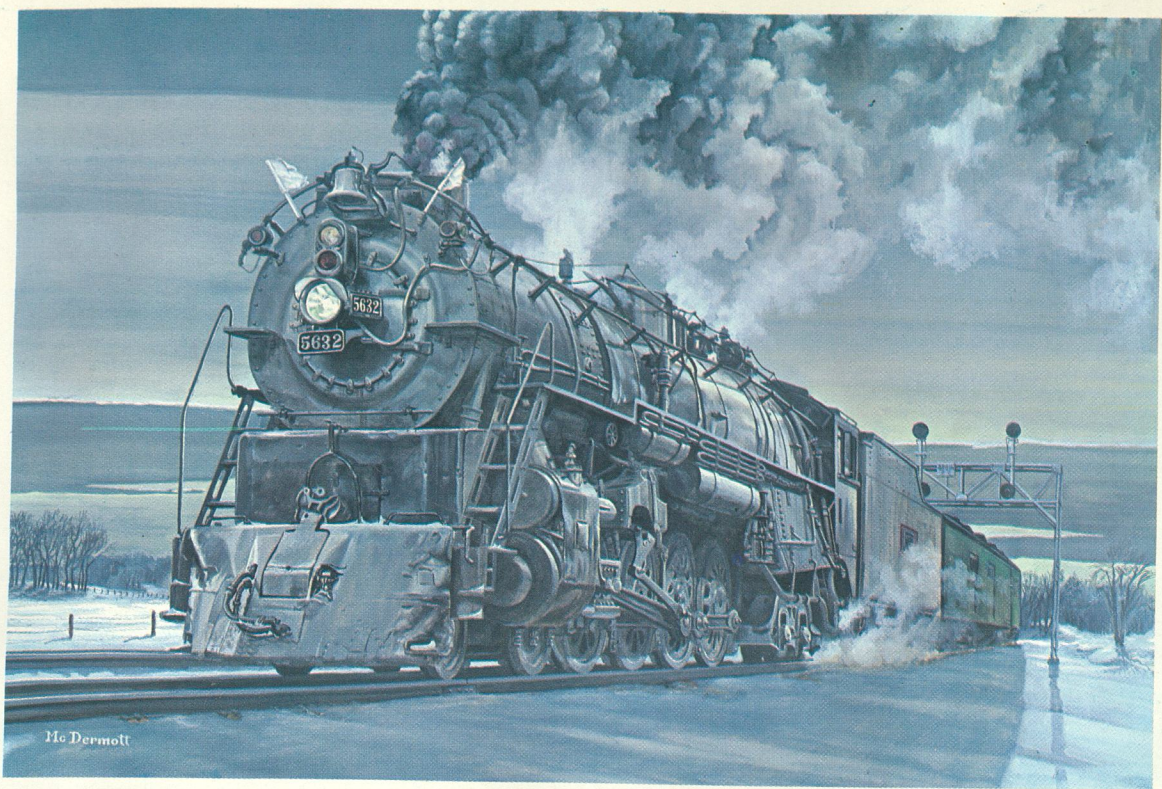
Sterling-Cheyenne			
READ DOWN		1928	READ UP
159	Mixed	Table No. 75	160
Ex. Su.	Mls.		Mixed Ex. Su.
AM		Mountain Time	PM
9.01	0	Lv Sterling 12.74 Ar	1.35
9.15	6	... Brownard ...	1.07
9.25	12	... Logan ...	12.53
10.01	17	... Willard ...	12.40
10.45	27	... Stoneham ...	12.05
11.30	37	... New Raymer ...	11.30
11.55	44	... Buckingham ...	11.05
12.20	52	... Keota ...	10.40
12.45	60	... Silgo ...	10.15
1.15	66	... Grover ...	9.55
1.40	75	... Hereford, Colo. ...	9.07
2.05	81	... Carpenter, Wyo. ...	8.47
2.20	87	... Arcola ...	8.27
2.37	93	... Camp Stool ...	8.13
2.55	100	... Altvan ...	7.55
3.20	106	Ar. Cheyenne Lv	7.35
PM		11-13	AM



CHICAGO, BURLINGTON & QUINCY LOCOMOTIVE 1223 AT CLARINDA, IOWA

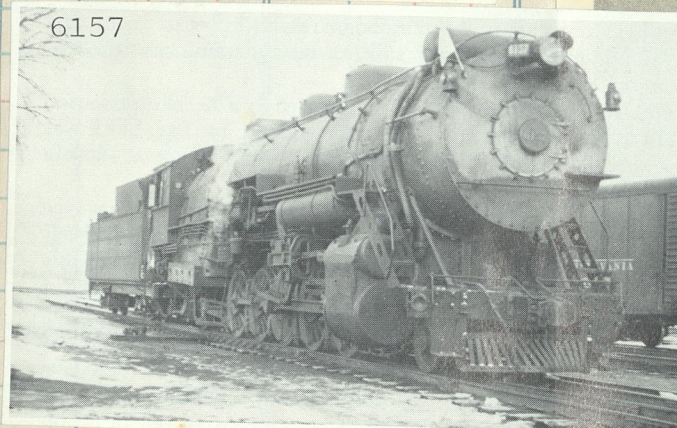
L. E. Griffith

Baldwin 1899 C/n 17003 Org No 1554



30050-30099 Havelock Shops 1940

Atlantic 2583 was bldt as a compound by Baldwin in 1904 [c/n 24219] noed 2700 (see Pg 75) Reblt 1928.



An 0-4 Mikado moves a mainline freight through Ashland, Nebr. in 1956.

—J. L. O'Donnell

The 0-4 class covered fifteen USRA Mikes built by Baldwin in 1919 Noed 5500-5514, five were sold to the C&S one being the 5509.

Train #11, the Peoria-Yates City mixed, waits for departure time at the Peoria Union station.



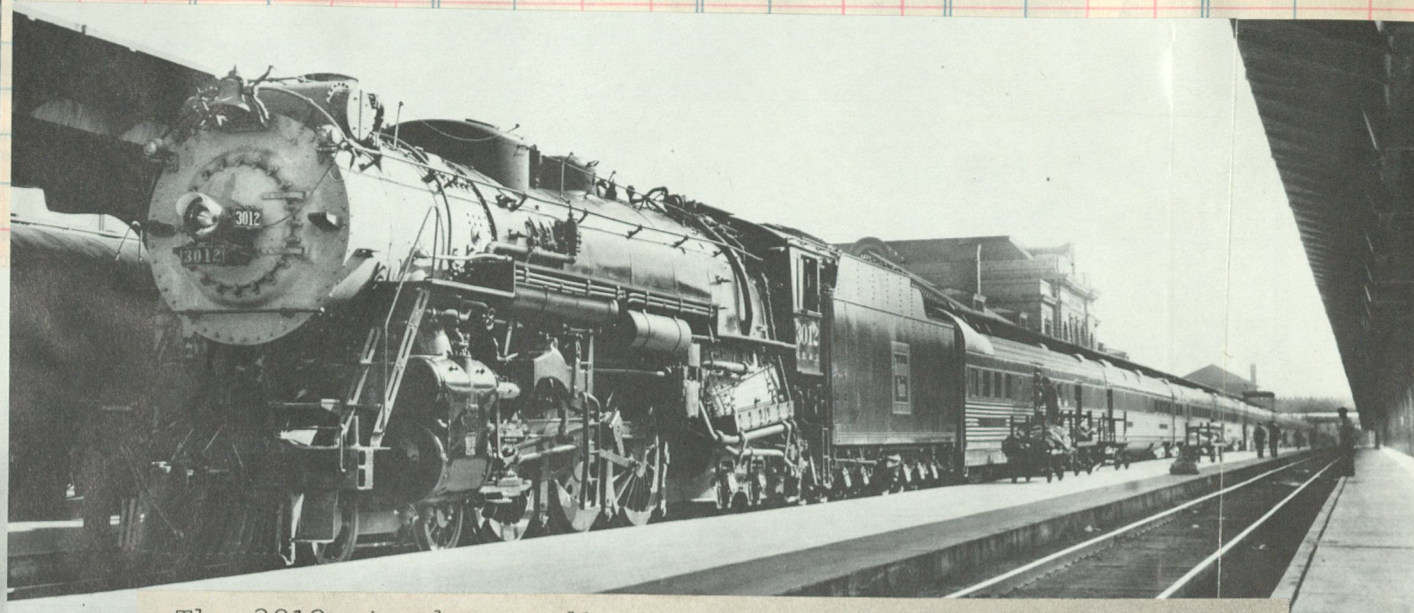
The 5318, an 0-3 2-8-2, leads an extra thru Red Oak, Ia. Baldwin bldt in 1917 c/n 45526



The AR-SAR-BEN on approaches to Chicago Union station 1939



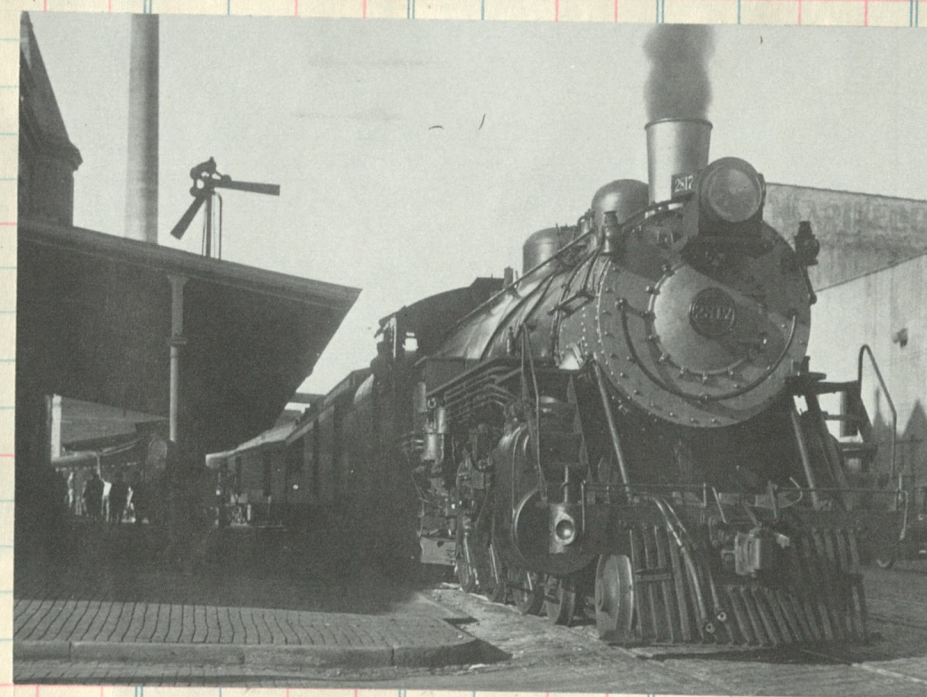
The 7002 with ten cars near Edgemont, S.D.



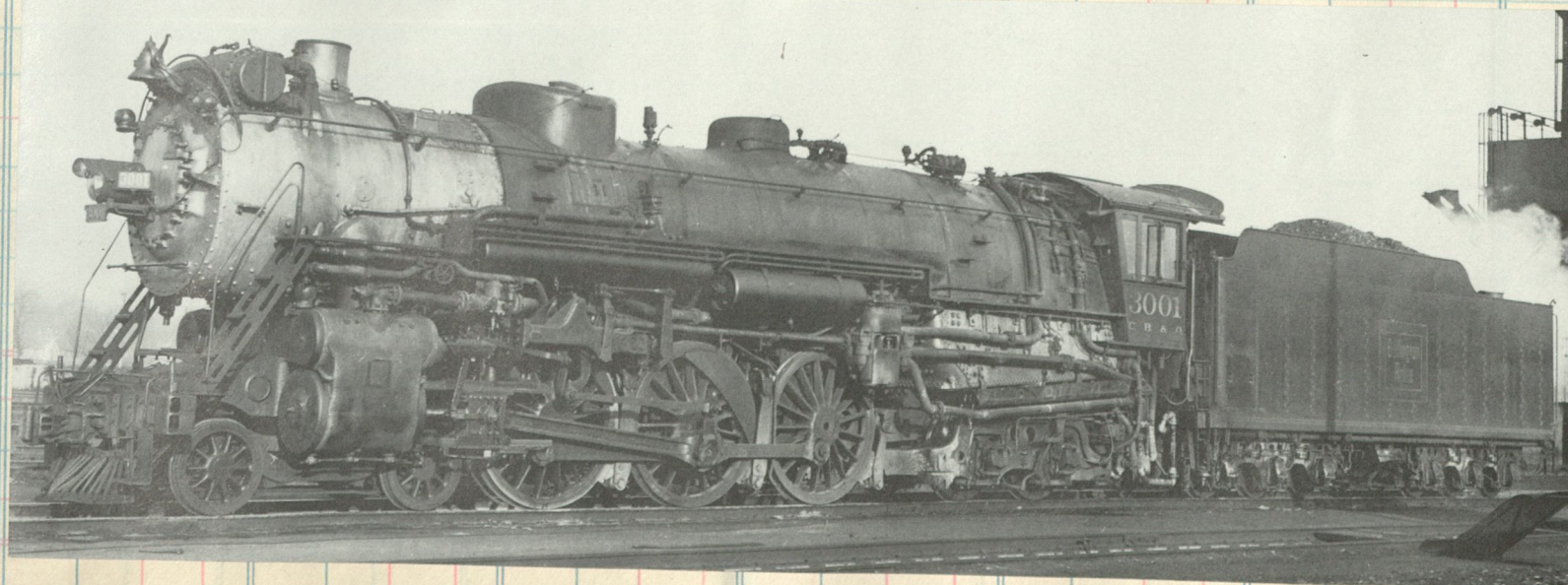
The 3012 stands proudly at the head of the Denver Zephyr ready to depart eastbound from Denver in 1939



Gigantic and dignified, Texas type 6316 rolls tonnage westbound near Galesburg in Oct 1935.



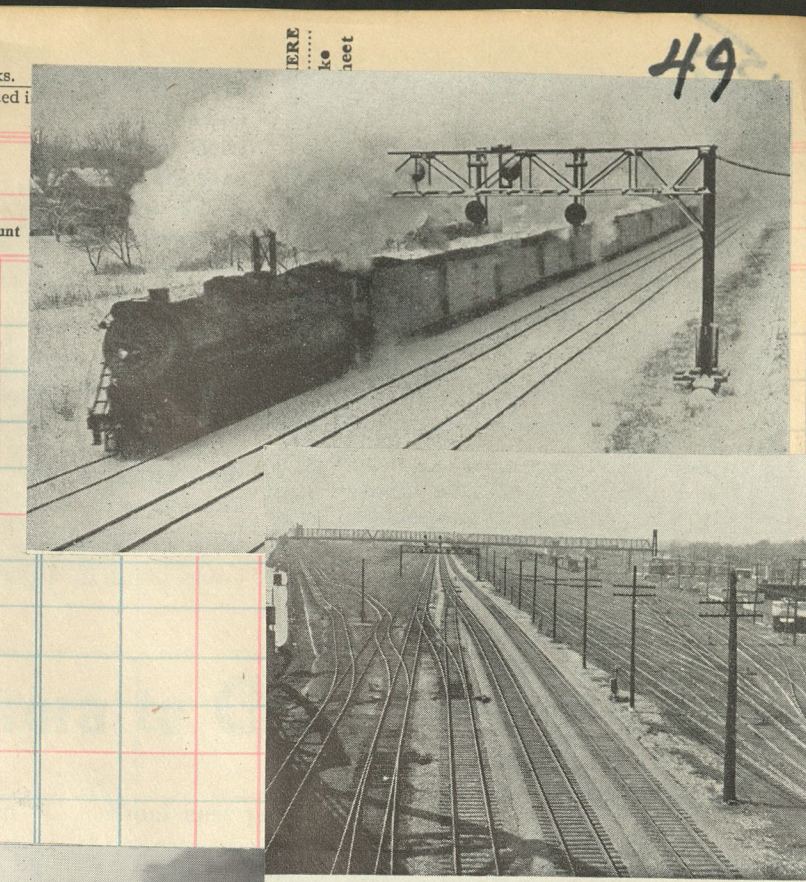
Pacific 2817 at LaCrosse, Wis. 1928



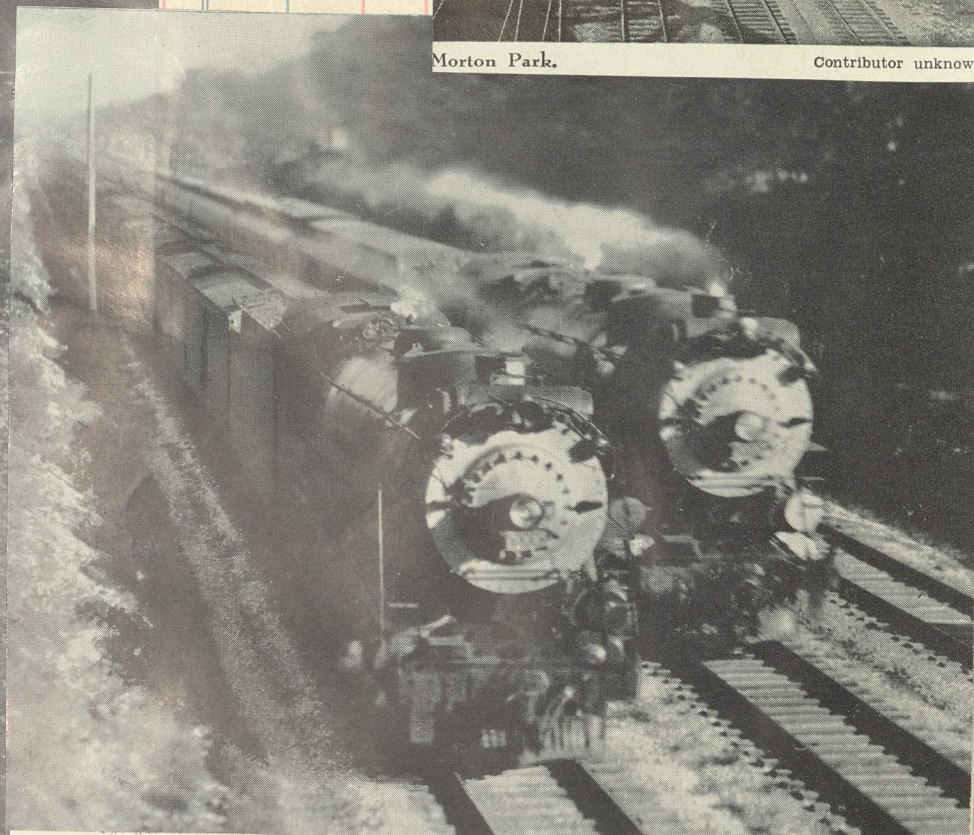
On a mid winter day in 1955 the 3010 charges westbound with a paltry consist of two cars of mail and a hack.



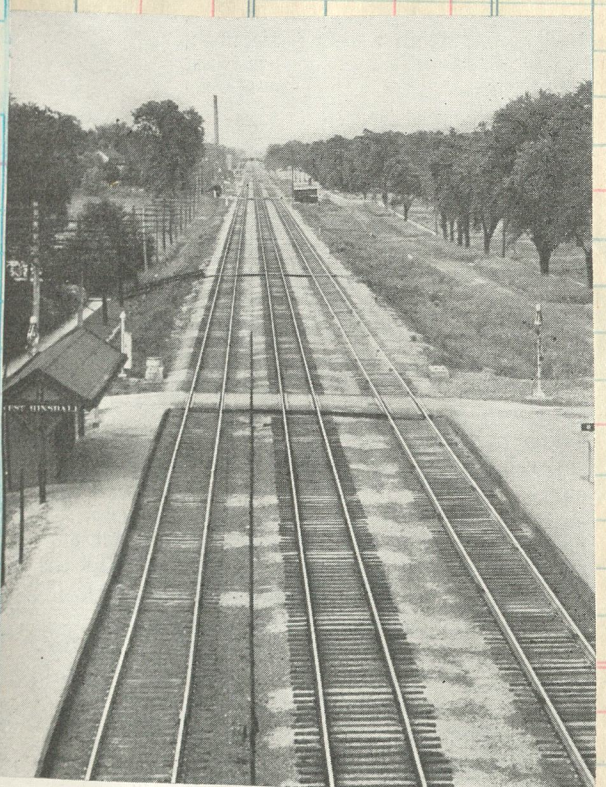
Heavy freight steams past West Hinsdale in the busy Chicago suburban zone. The center track is signaled for two-way operation and is chiefly used for through passenger trains.



Morton Park. Contributor unknown



From Clyde to Aurora, Ill., the CB&Q has an extra track between the eastward and westward main lines. This track is very flexibly used and it allows a fast train to overtake other trains without delays. The sections between each set of crossovers are controlled by the towermen at the ends of the section and can be used for a train in either direction immediately after all previous trains have cleared the blocks. Here the *Exposition Flyer* passes a special running as second No. 11. Courtesy Burlington Route.

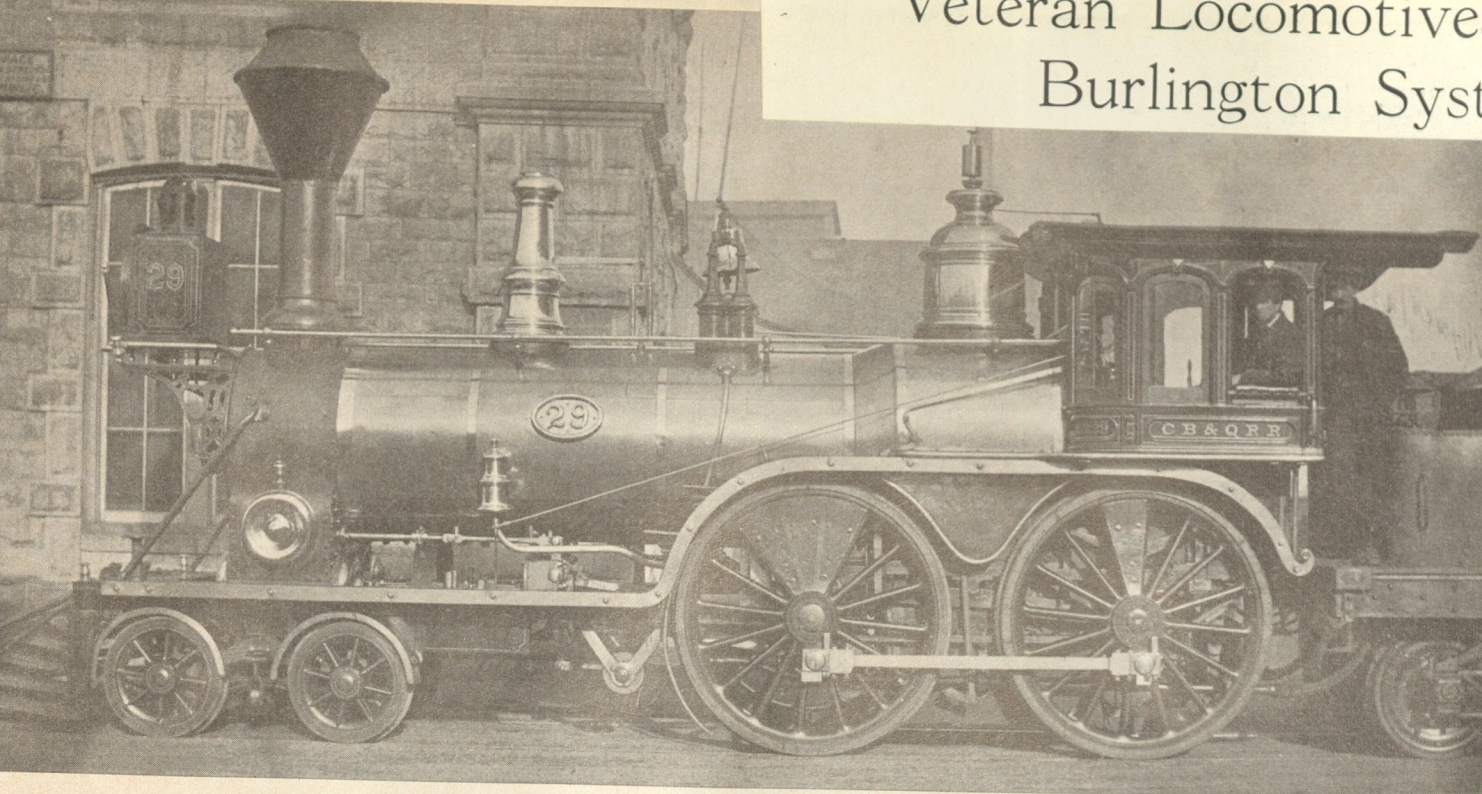


A Section of the High-Speed Main Line of the Burlington in the Chicago Suburban Territory



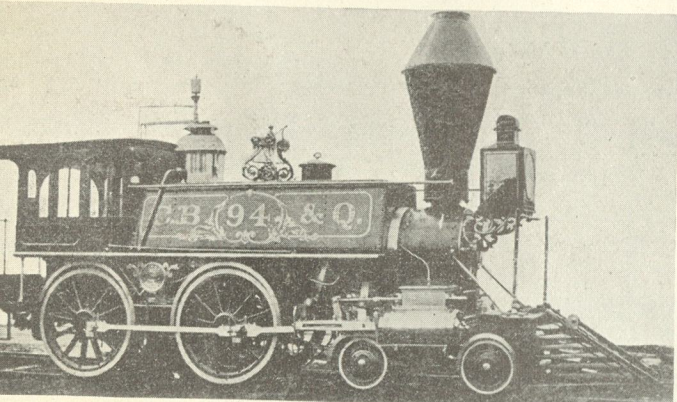
"One Picture is Worth a Thousand Words"
The extremely handsome Northern 5617 expedites Trn #67 through the interlocking at Somonauk, Illinois on October 7, 1942

Veteran Locomotives on the Burlington System



Inside-coupled American type — built by Manchester as North Wind in 1855 and numbered 29 in 1862 — rests beside old office building at 2 South Water Street after passenger run. Condition of brasswork shows attention lavished on locomotives of a century ago.

#59 blt by Aurora Shops 1879

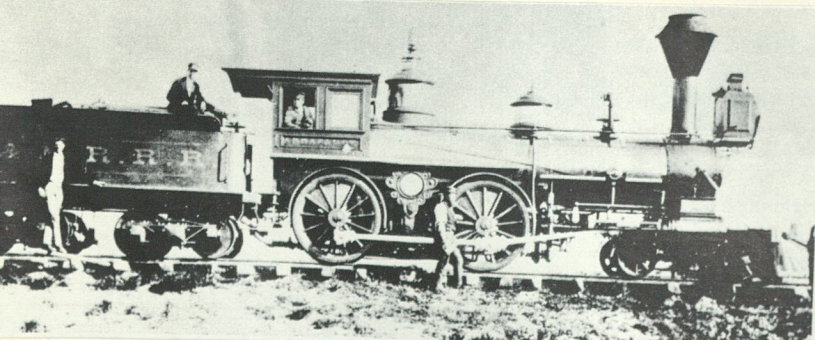
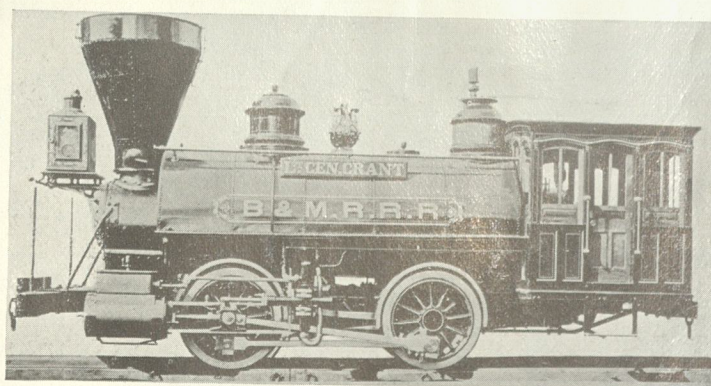


Tank locomotive of the American type, built about 1864 by the Rogers Locomotive Works, Paterson, New Jersey, and probably used in light passenger service.

Blt 1863 c/n 1113

ur-coupled tank locomotive for switching service, for the Burlington & Missouri River Railroad by New Jersey Locomotive & Machine Co., Paterson, Jersey.

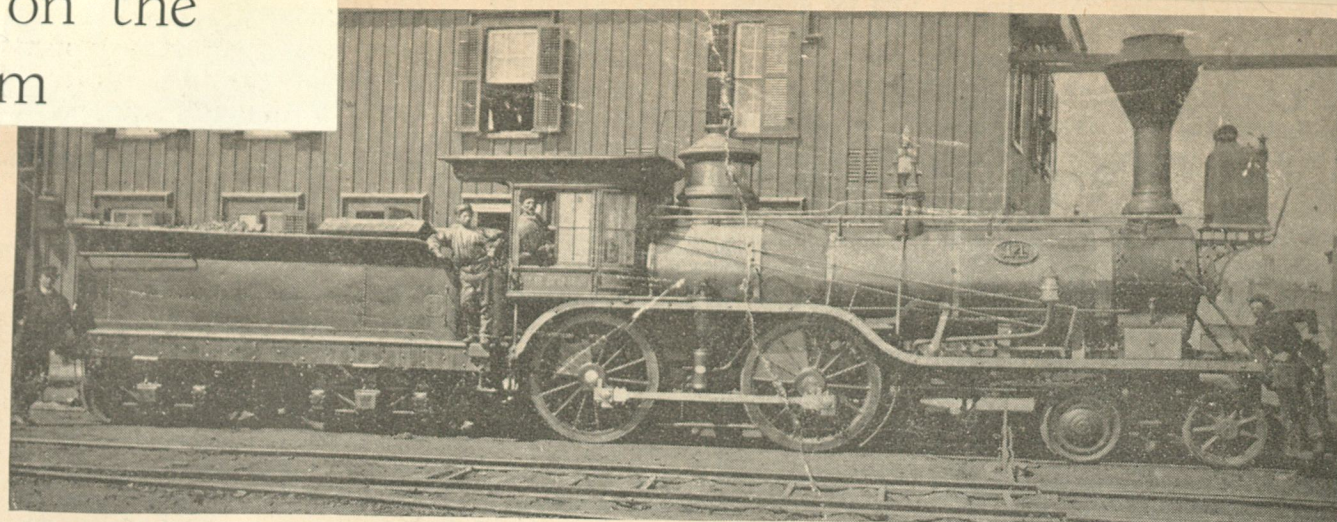
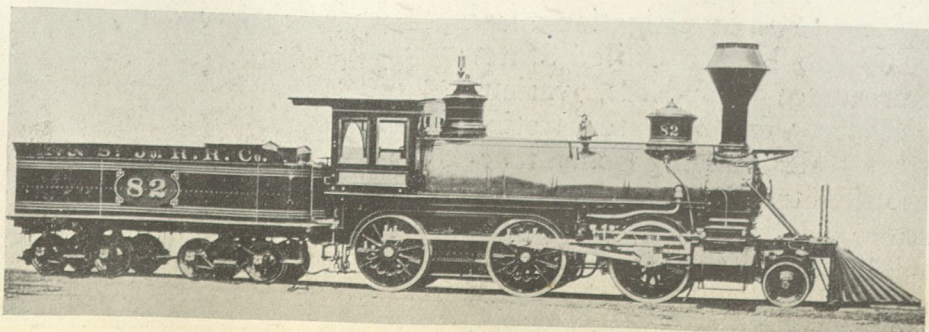
Blt in 1866
C/n 261 to CB&Q #244



B&MR "Arapahoe" at Creston in 1873. Typical of locomotives of the era, this attractive American type was built by Manchester in March 1871 as B&MR's 60th engine. Most likely renumbered CB&Q 293 in 1875 (exact renumbering of B&MR power into the CB&Q system is unknown), she was off the roster by 1889. — Joe Sheppard collection, courtesy Bernard Corbin

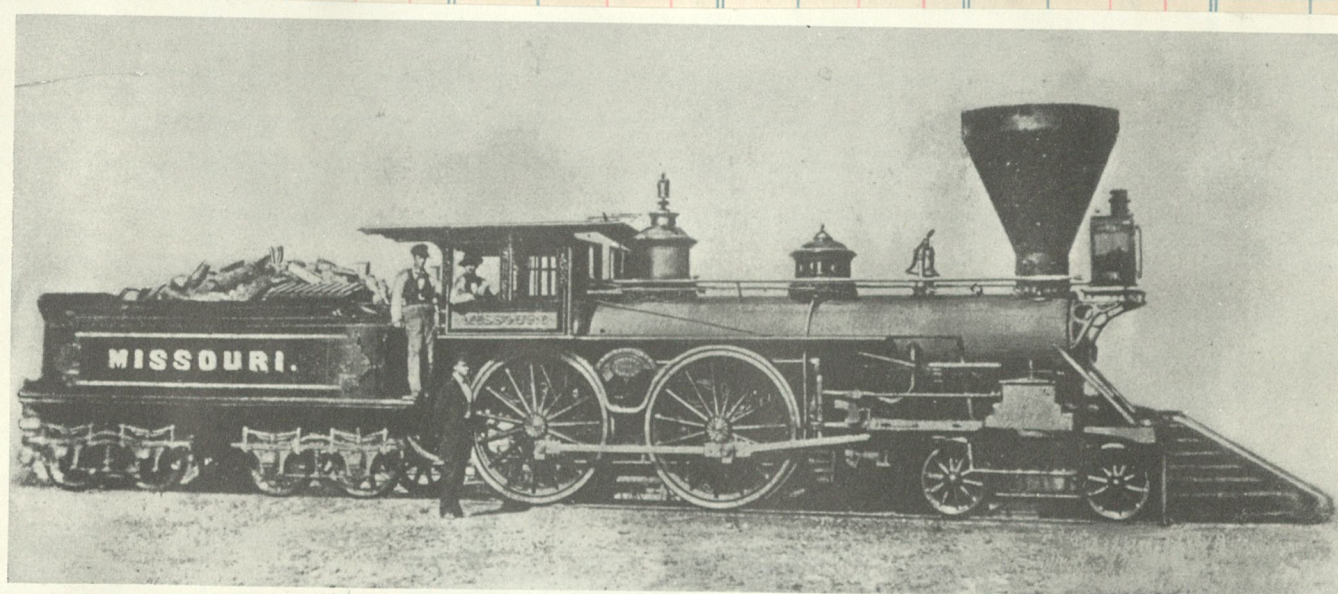
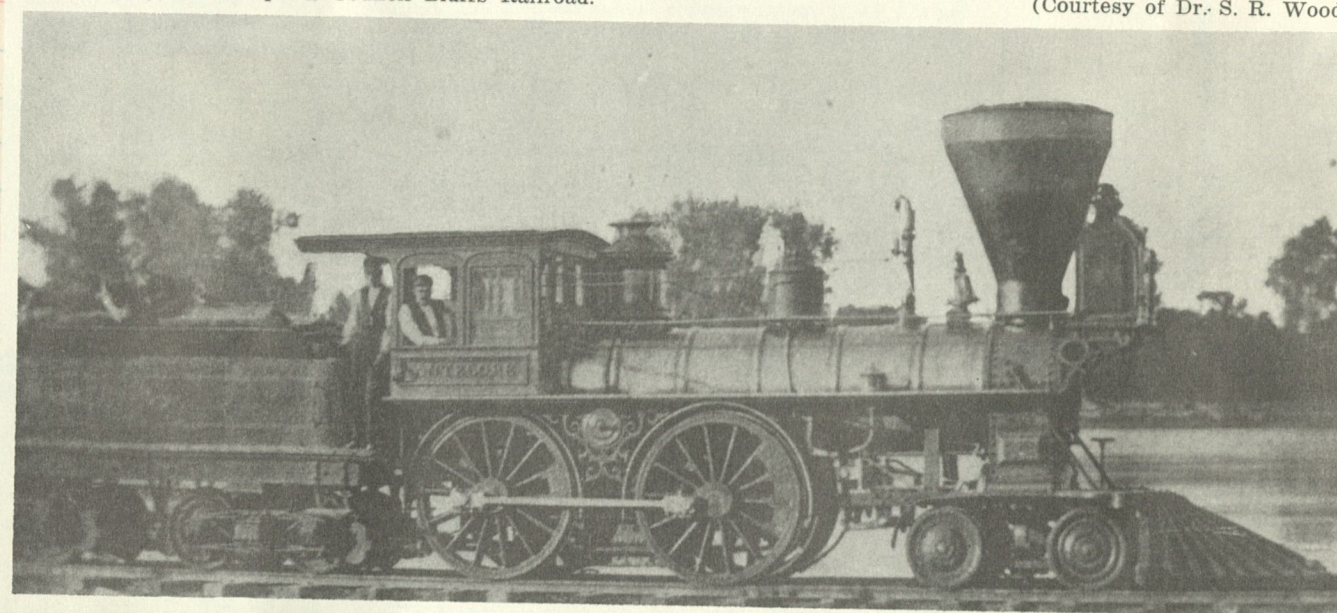
ul type locomotive, built e Cooke Works for the al & St. Joseph R. R. in According to the Rail- company's records, it had 24" cylinders, 50" drivers, weighed 67,300 lb. with lb. on drivers.

n 1061



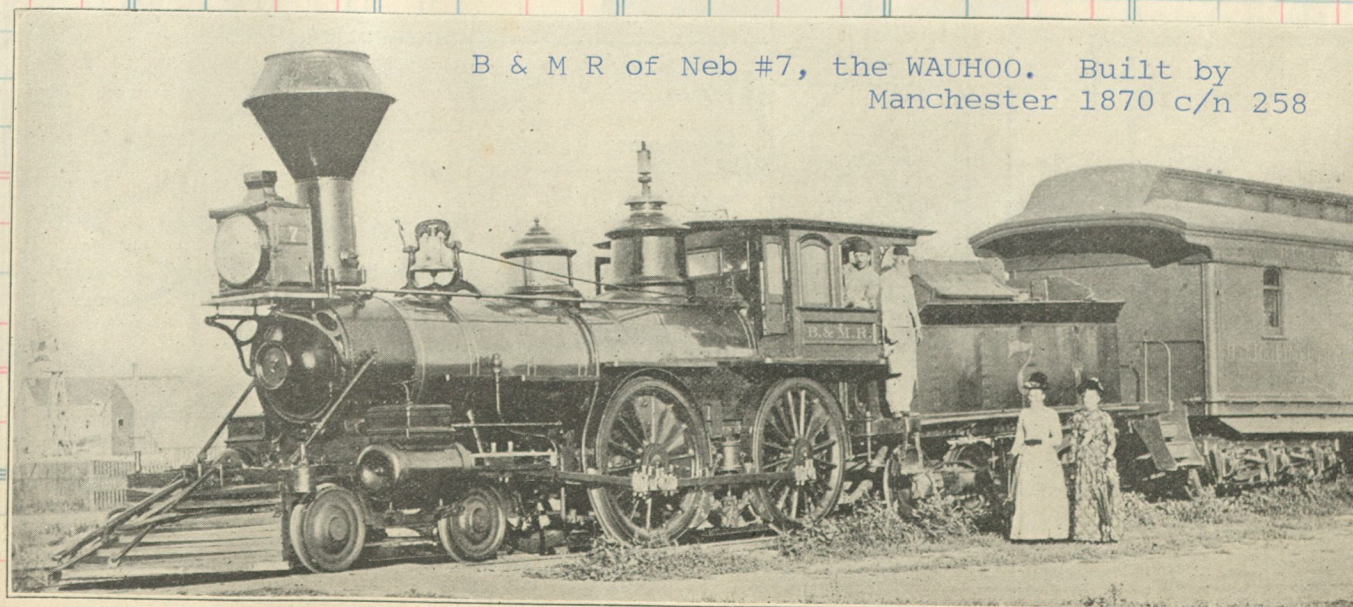
"Starlight" CHICAGO, BURLINGTON & QUINCY INSIDE-CONNECTED LOCOMOTIVE 14 Rogers 1857

TRUE WESTERN PIONEER was this funnel stacker of early design. The 4-4-0 shown here was built in October, 1853, as the ANTELOPE of the old Central Military Tract by the Amoskeag Manufacturing Company of Manchester, New Hampshire, a firm that built locomotives from 1849 to 1856. Bearing Amoskeag's Shop No. 83, she was an inside-connected woodburner, her cylinders and main rods being located inside her frames. The Central Military Tract Railroad became a part of the Chicago, Burlington & Quincy, and the ANTELOPE became No. 34 of the CB&Q; this view shows her posed on the bank at her throttle and Fireman John T. Weld stands in her gangway. At the time this photograph was taken, the ANTELOPE was running on the Atchison & Nebraska Railroad, a standard gauge line extending from Atchison, Kansas, to Lincoln, Nebraska, a distance of 148.89 miles. The Atchison & Nebraska was organized in 1870 and opened for service in 1872, later becoming the property of the Chicago, Burlington & Quincy. The Atchison & Nebraska Railroad was a close relative of the St. Joseph & Topeka Railroad, which extended from Atchison, Kansas, to St. Joseph, Missouri, serving as link with the Kansas City, St. Joseph & Council Bluffs Railroad. (Courtesy of Dr. S. R. Wood)



HISTORY MAKER, this woodburning 4-4-0 named the MISSOURI was one of the two original locomotives operated on the Hannibal & St. Joseph Railroad, the first line to reach the Missouri River. The company was organized in 1852 and completed from Hannibal to St. Joseph, Missouri, in 1859. In 1860 the road put in a bid for the U.S. Mail service formerly carried by river steamboats and staged a record speed run that won the Government mail contract; the special train that ran the speed trials was drawn by the old MISSOURI. In July, 1862, this same engine hauled the first railway post office cars on their east bound maiden voyage between St. Joseph and West Quincy. The Hannibal & St. Joseph line later became a part of the Chicago, Burlington & Quincy. (C.B.&Q. photo, courtesy of Association of American Railroads)

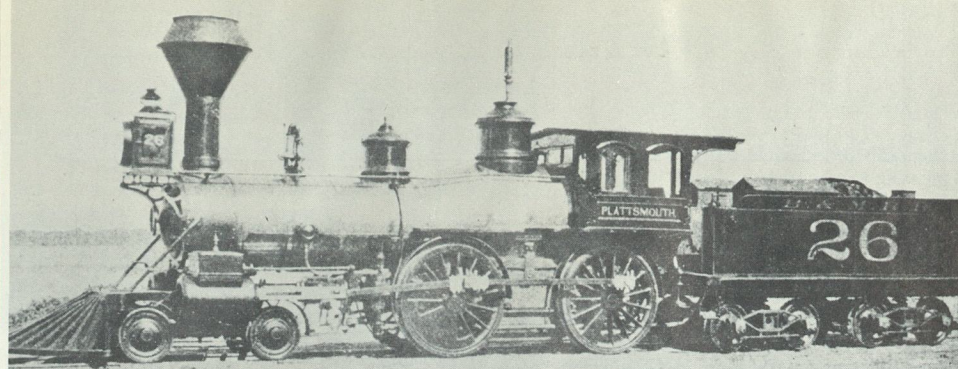
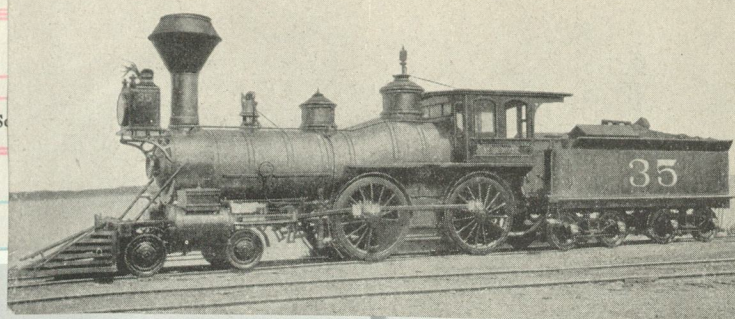
B & M R of Neb #7, the WAUHOO. Built by Manchester 1870 c/n 258



Locomotive and Coach of the Burlington & Missouri River, Which Road Was Acquired by the C. B. & Q. R. R. in 1872.

Plattsmouth c/n 4

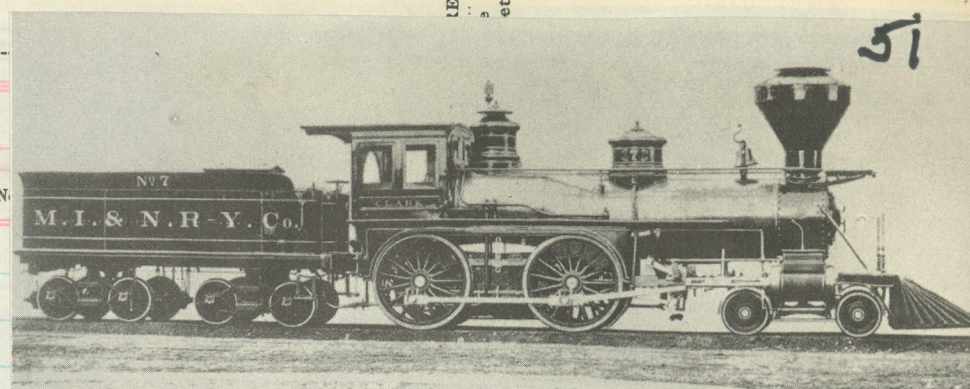
1881



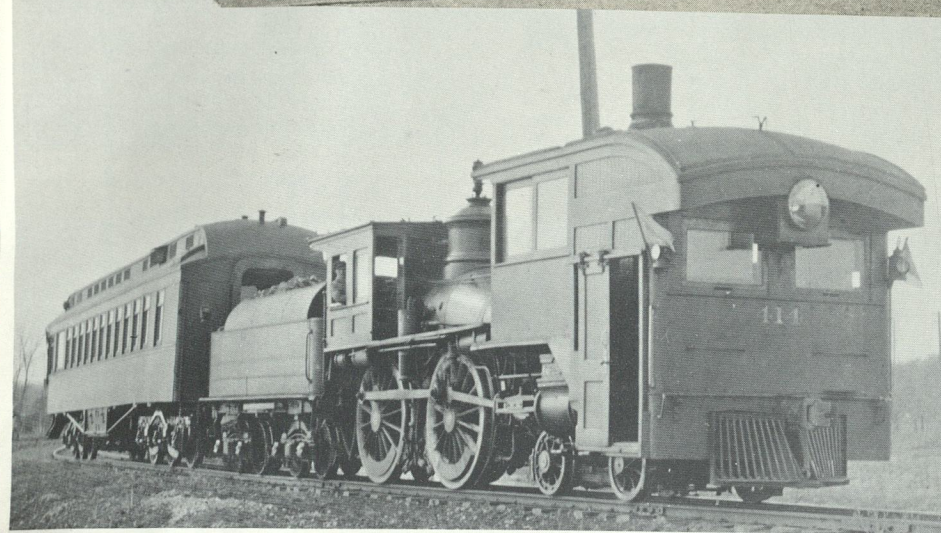
First engine built at Plattsmouth July 1878

**BUILT IN THE B. & M. R. R. SHOPS,
PLATTSMOUTH, NEBRASKA.**

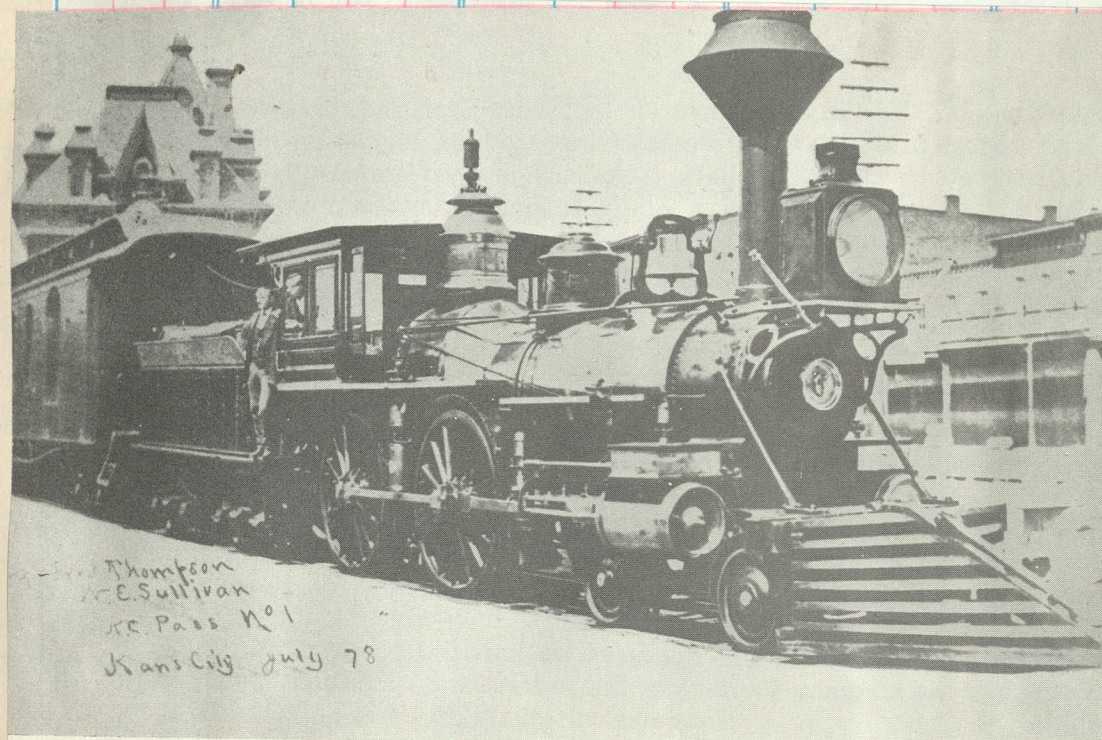
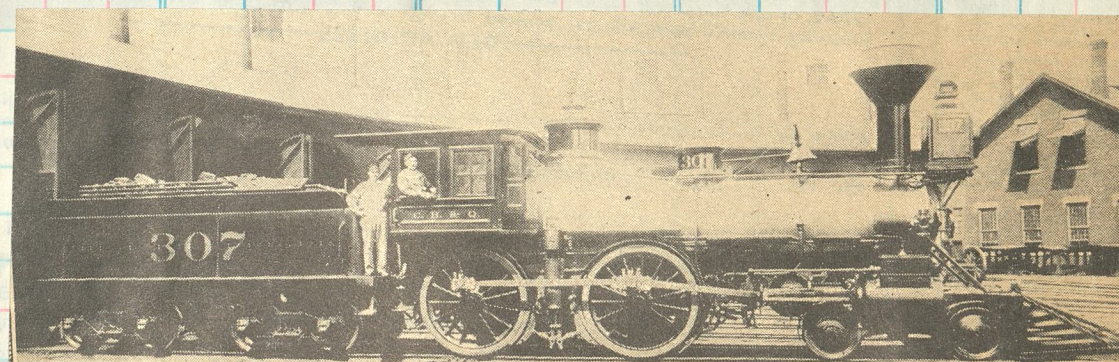
(FRANK CARRUTH, Jeweler & Photographer.)



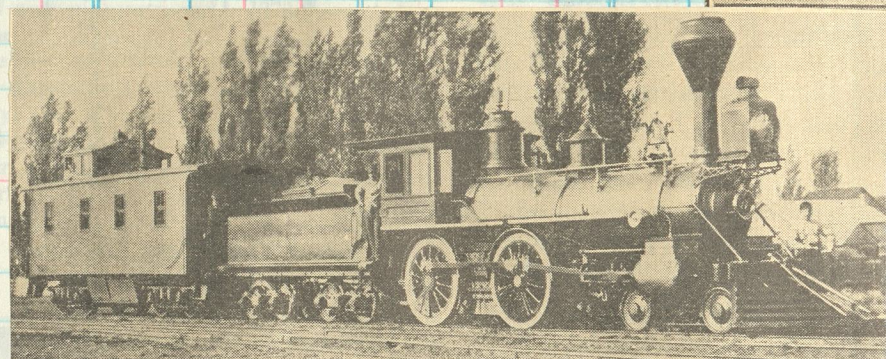
Missouri, Iowa & Nebraska #7 "CLARK" built by Danforth Cooke 1879 c/n 1095. Later to Keokuk & Western and then C B & Q.



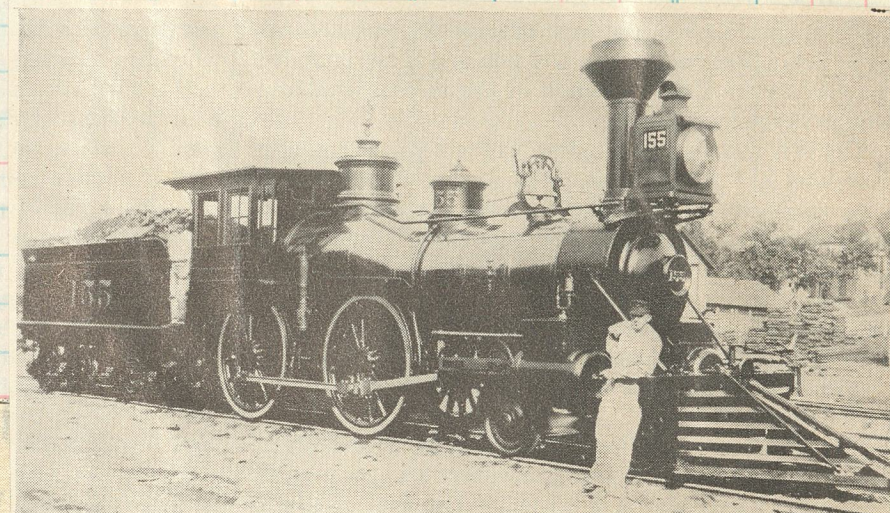
The name PLATTSMOUTH was dropped from the 26 (and the name BLOOMINGTON from sister No. 27) in the early 1880's, and in 1903 the 4-4-0, now classed A-3, was rebuilt into a track inspection engine numbered B&MR 3200. Renumbered Q 414 the next year, it was retired months after this March 30, 1912, photo was taken at Seward, Neb. — CB&Q photo, Hol Wagner collection



KANSAS CITY PASSENGER, this photograph taken in July of 1878 shows Train No. 1 of the Burlington & Missouri River at the ornate passenger station at Kansas City, Missouri. The varnished cars are headed by B&MR Engine 6, a graceful 4-4-0 named the NEBRASKA. The locomotive was built by Manchester in May, 1870, and carried Shop No. 257. Engineer Fred Thompson is shown here at the throttle, with Fireman W. E. Sullivan standing in the gangway; at left above the fireman's head can be seen the bell cord, connecting the coaches with a gong in the engine cab to enable the train crew to signal the enginemen. (Courtesy of Dr. S. R. Wood)



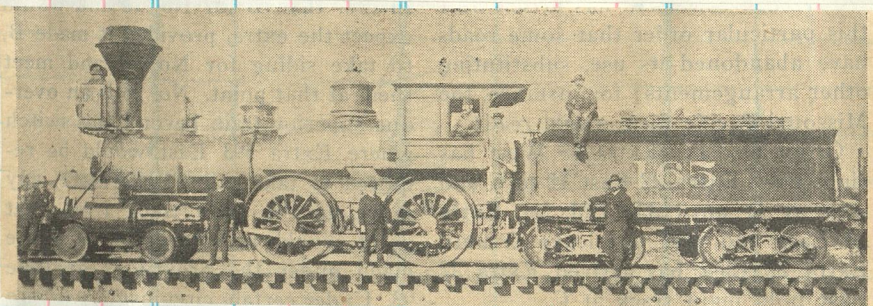
LOCOMOTIVE 17 OF THE CHICAGO & IOWA AT FORRESTON, ILL., IN 1884



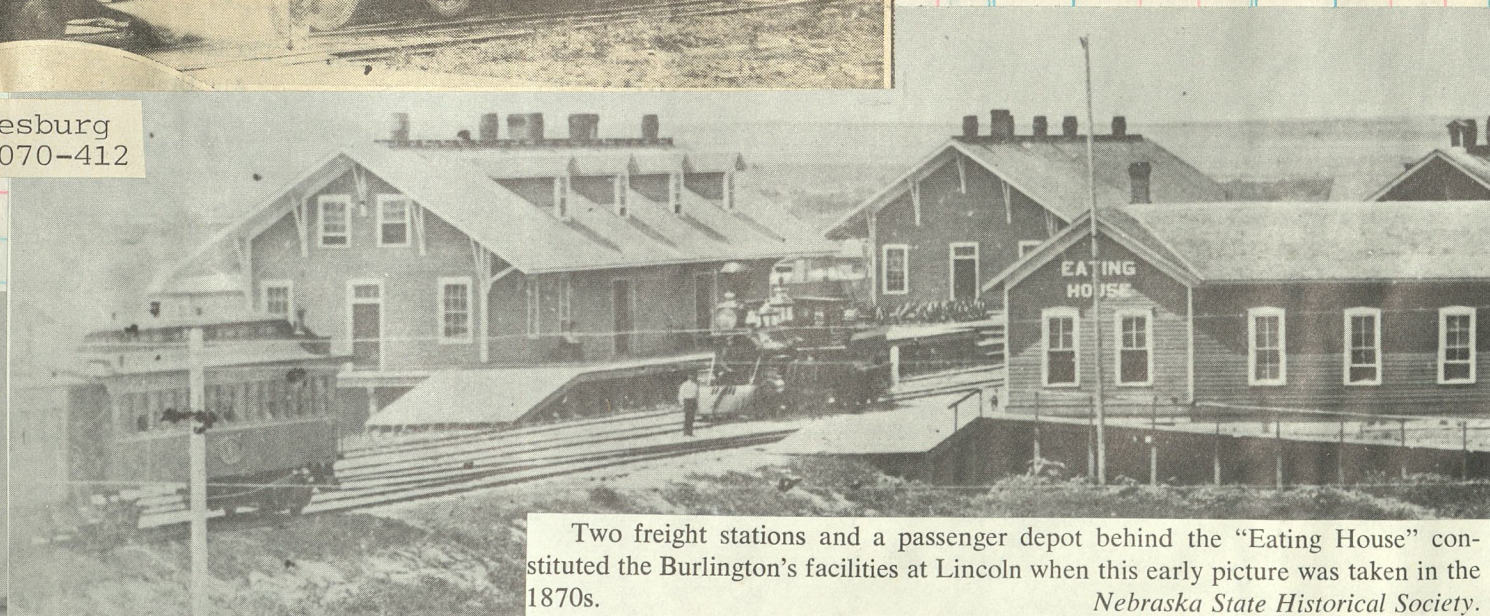
OLD ENGINE 155 OF CHICAGO, BURLINGTON & QUINCY RAILROAD
This engine, built by Grant Locomotive Works in 1870, is shown as photographed at Aurora, Ill., in 1878. Note the old type link-and-pin coupler on the pilot.



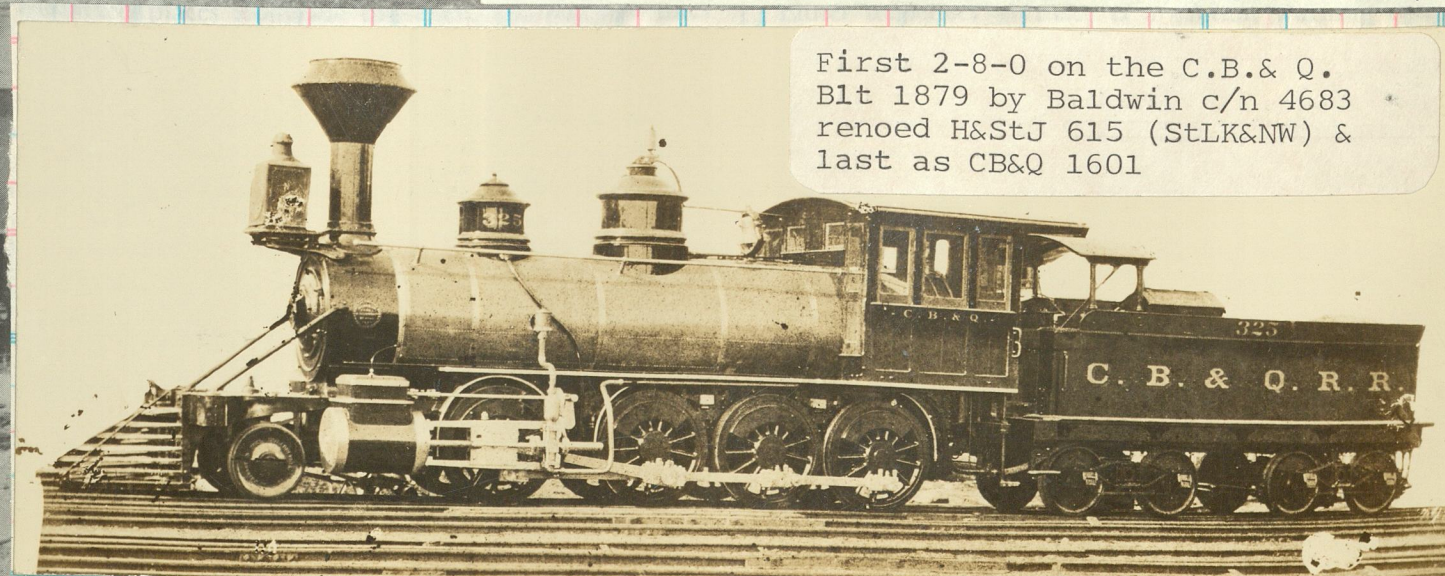
#70 blt at Galesburg
1878, renoed 1070-412



Danforth Cooke 1870



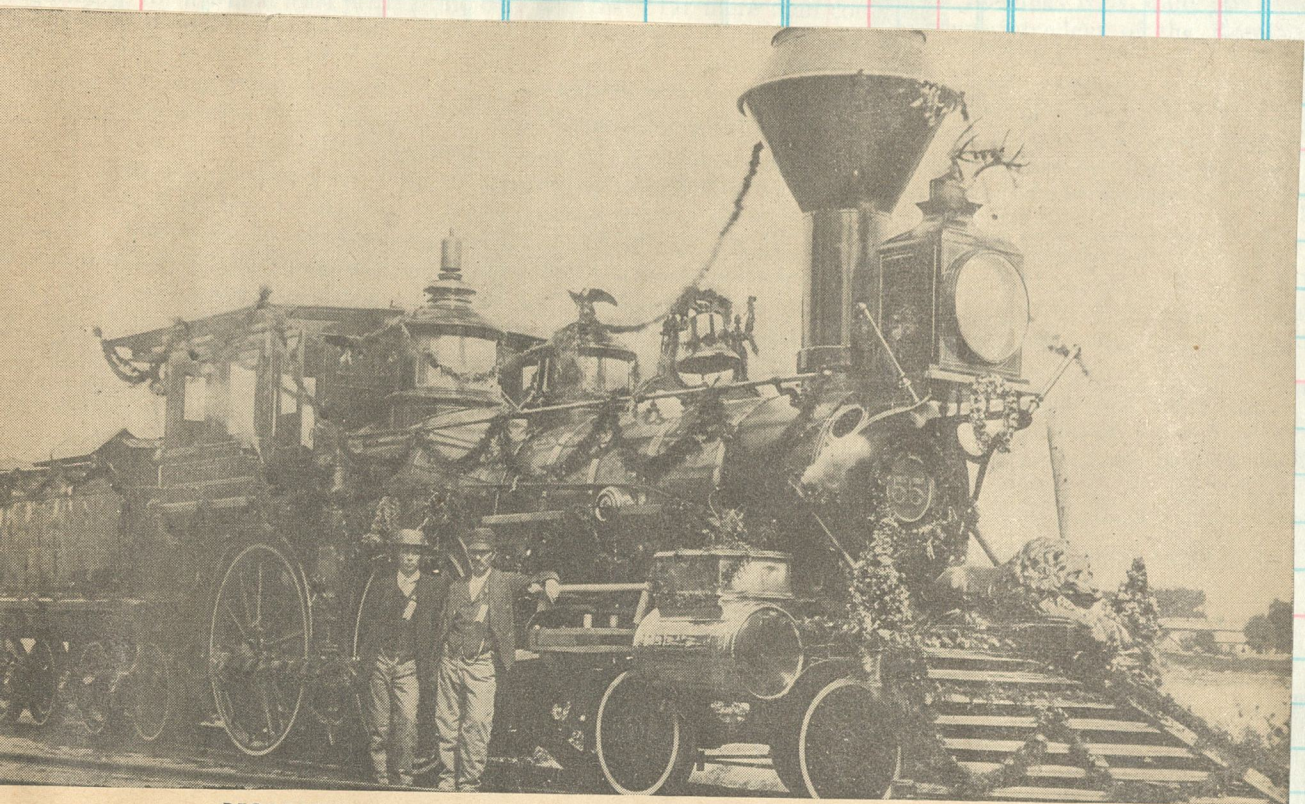
Two freight stations and a passenger depot behind the "Eating House" constituted the Burlington's facilities at Lincoln when this early picture was taken in the 1870s. Nebraska State Historical Society.



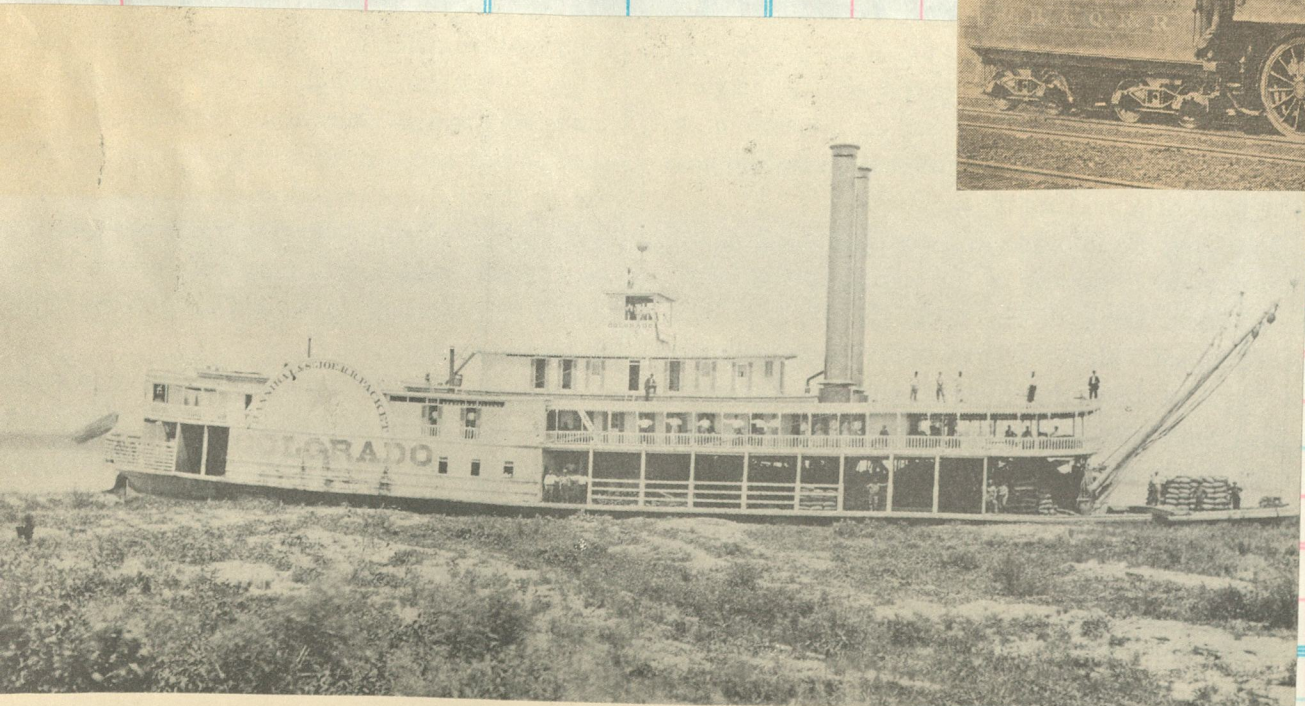
First 2-8-0 on the C.B. & Q.
Blt 1879 by Baldwin c/n 4683
renoed H&StJ 615 (StLK&NW) &
last as CB&Q 1601



KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD was formed in April, 1870, by a series of consolidations of smaller lines. The Council Bluffs & St. Joseph R.R. and the St. Joseph & Council Bluffs R.R. consolidated under the name in 1868 and their joint line opened for traffic early in 1869. In April, 1870, the Missouri Valley Railroad joined it, with Council Bluffs, Iowa, with 199 miles of standard gauge track. In addition to the main stem, the road had a branch from Amazonia, Missouri, to a connection with the CB&Q at Hopkins, on the Iowa State Line; the company operated the St. Joseph & Topeka Railroad, a 25 mile line from St. Joseph to Atchison, Kansas, under a lease. Engine No. 7, a pretty 4-4-0 Manchester of 1869 bearing Shop No. 154, is shown here at St. Joseph, Missouri, on March 1886. (Courtesy of Dr. S. R. Wood)



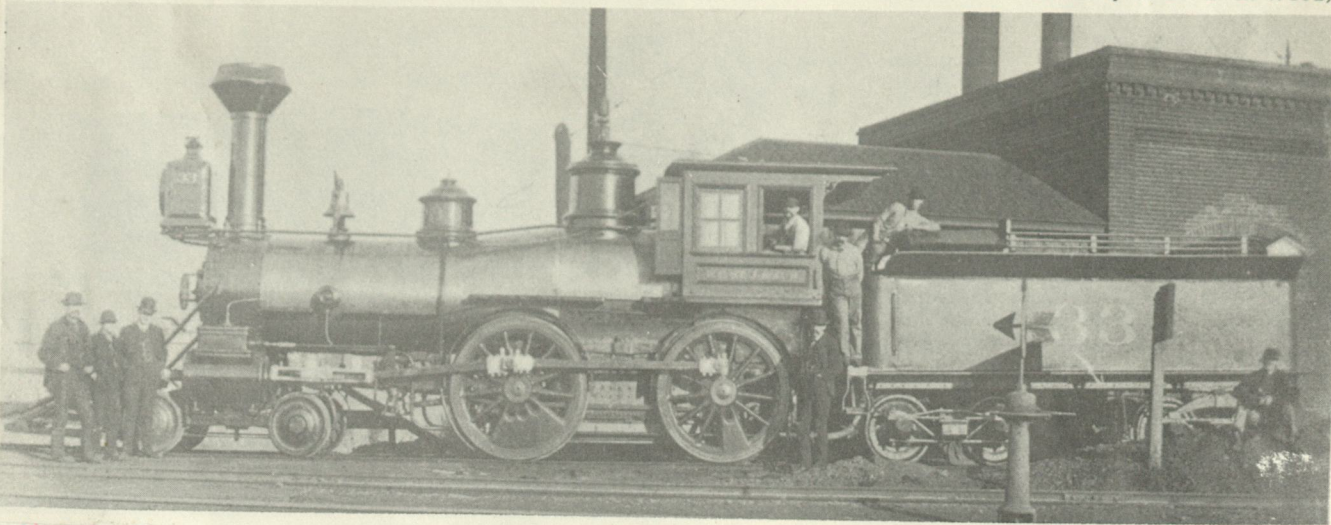
DECORATED FOR UNION DEPOT DEDICATION AT ATCHISON, KANS., IN 1876
This is from an old print owned by Brother E. J. Costello, Div. 238, sent to the JOURNAL by Brother J. D. Smyth, S.-T., Div. 238, showing Engine 55 of the Atchison & Nebraska Railroad, which line was absorbed by the Chicago, Burlington & Quincy. Brother Costello's first railroad experience on the A. & N. was in 1873.



UP THE BIG MUDDY
All supplies for the Union Pacific had to be carried by steamboat up the turbid Missouri before the rail lines from the East reached Omaha. This boat was operated by the Hannibal & St. Joe R.R. from St. Joseph, Mo.

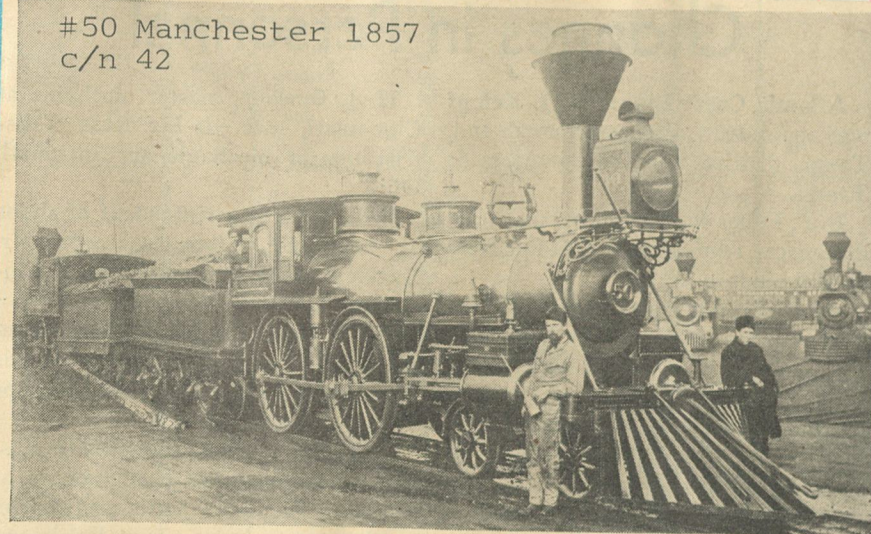
Courtesy Chicago, Burlington & Quincy R.R.

A DAINY DIAMOND STACK, set high atop a short smokebox, graced Engine 33 of the Kansas City, St. Joseph & Council Bluffs Railroad. The Manchester 4-4-0 was built in October, 1879, and bore Shop No. 775; she is shown here at St. Joseph, Missouri, on November 6, 1888. This engine was acquired by the Chicago, Burlington & Quincy in 1898 and given CB&Q No. 533. Note the arrow shaped target on the stub switch stand in the right foreground. (Courtesy of Dr. S. R. Wood)



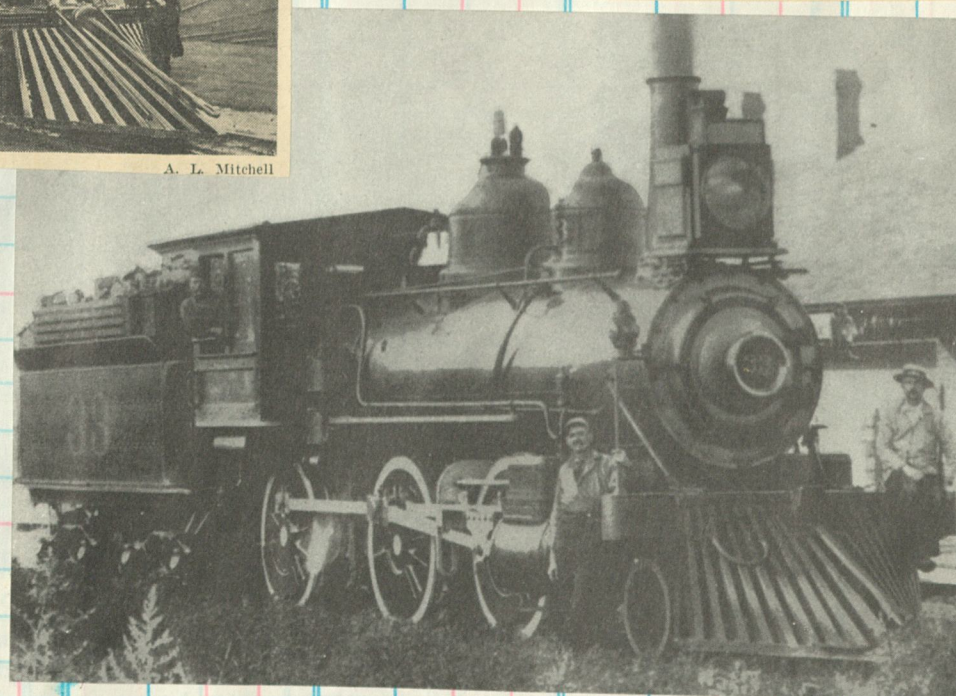
Perhaps the most famous photo ever taken in Creston is this Nov. 12, 1883, scene showing 25 locomotives lined up to blow their whistles for the adoption of standard time at noon that day. The view is toward the southwest from a vantage point near the roundhouse. — Bernard Corbin collection

#50 Manchester 1857
c/n 42

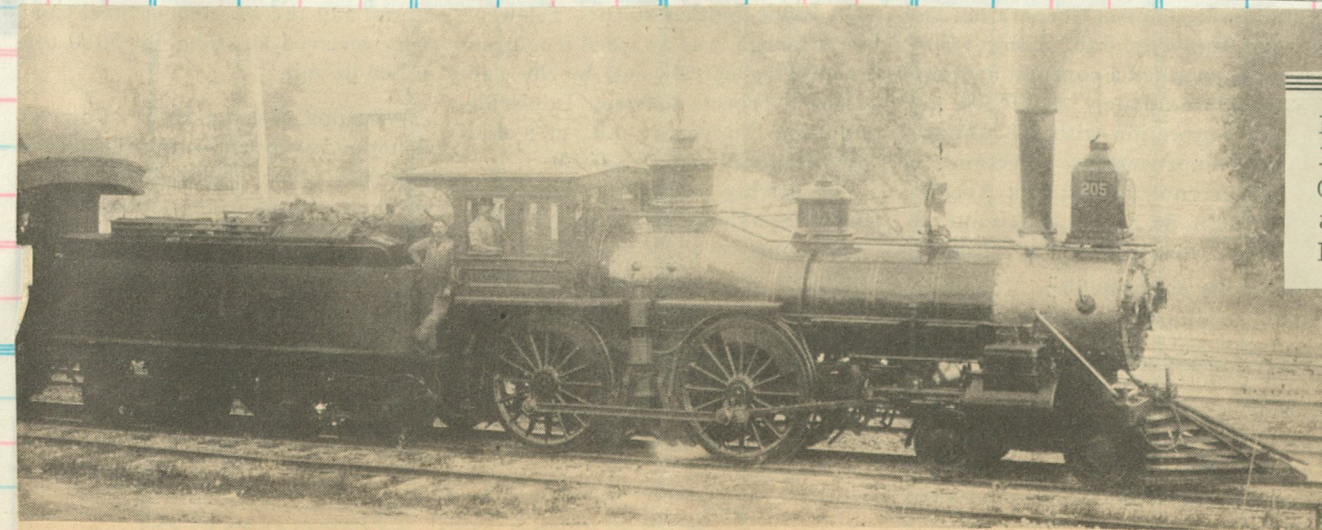


A. J. Mitchell

#72 blt at Aurora 1878
Renoed 1072, 213



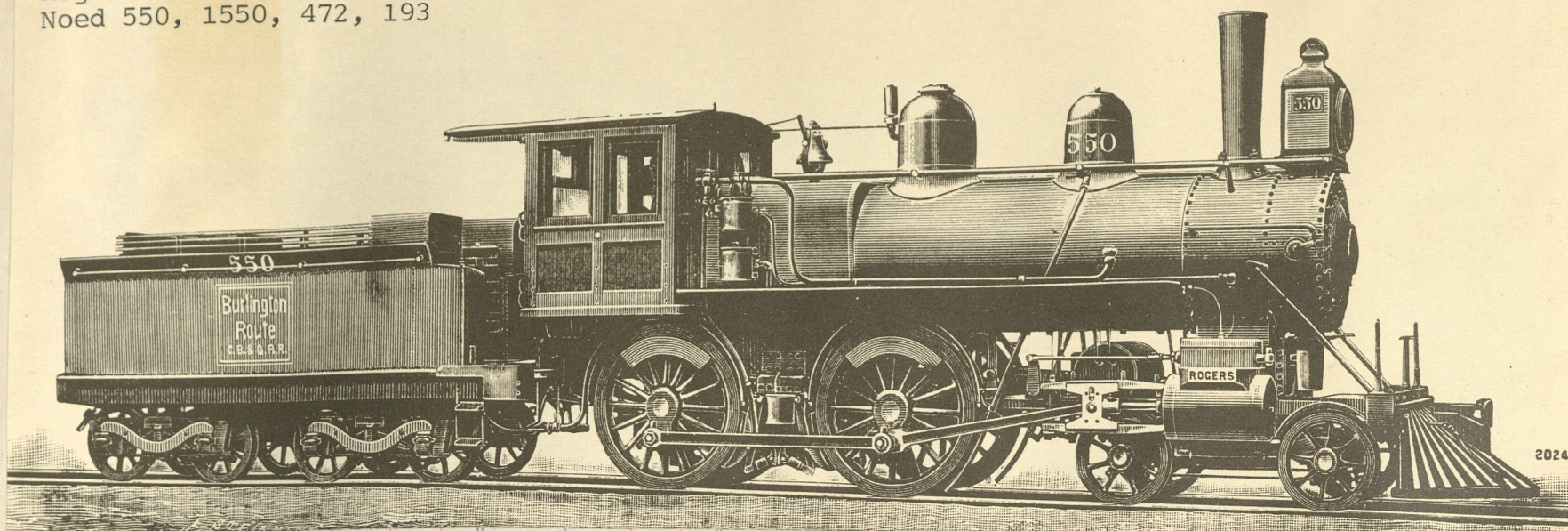
Renoed 1205,
11. Reblt at
Creston 1916
and noed 395
Retired 1927.



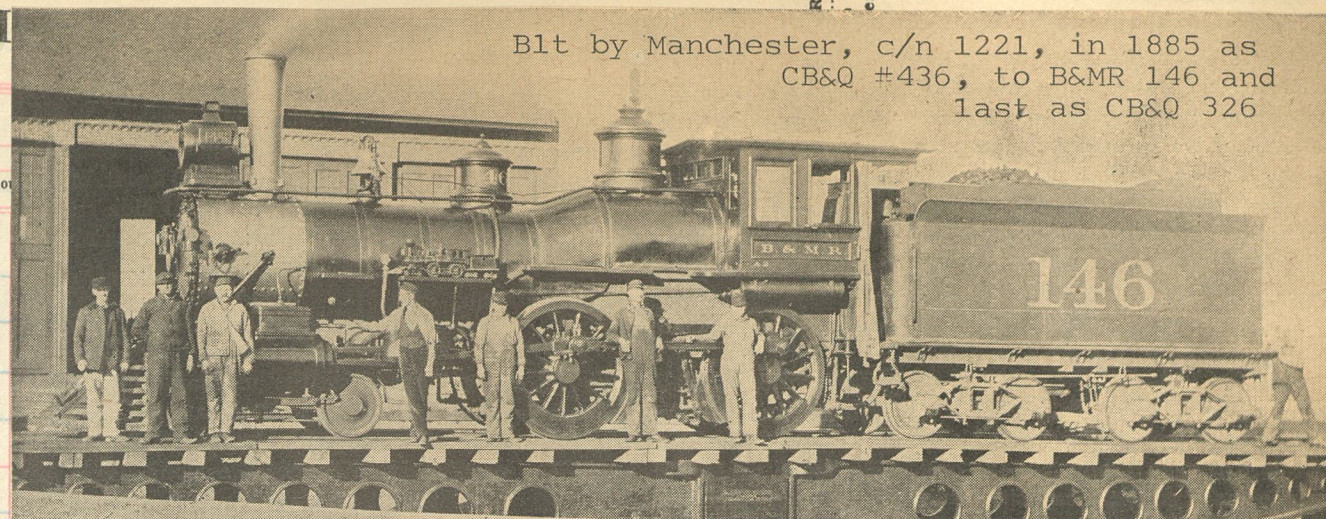
L. E. Grimth

CHICAGO, BURLINGTON & QUINCY LOCOMOTIVE 205
In 1884 the locomotive was built at Aurora, Ill., and the photograph was taken in the same place in 1898.

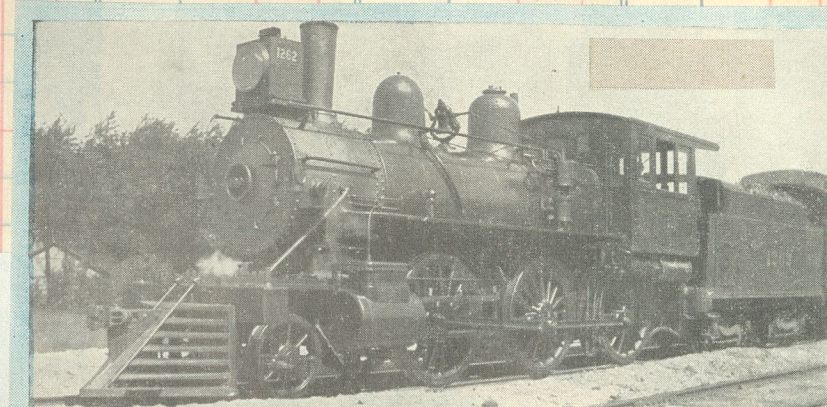
Rogers 1893 c/n 4849
Noed 550, 1550, 472, 193



Blt by Manchester, c/n 1221, in 1885 as
CB&Q #436, to B&MR 146 and
last as CB&Q 326



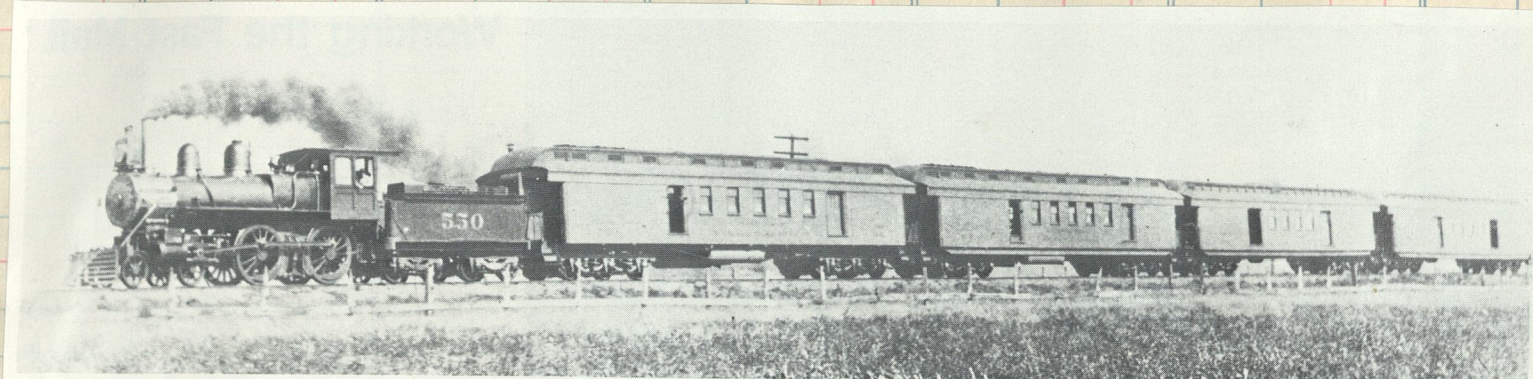
BURLINGTON'S ENGINE 146 AT HOLYOKE, COLO., IN 1901



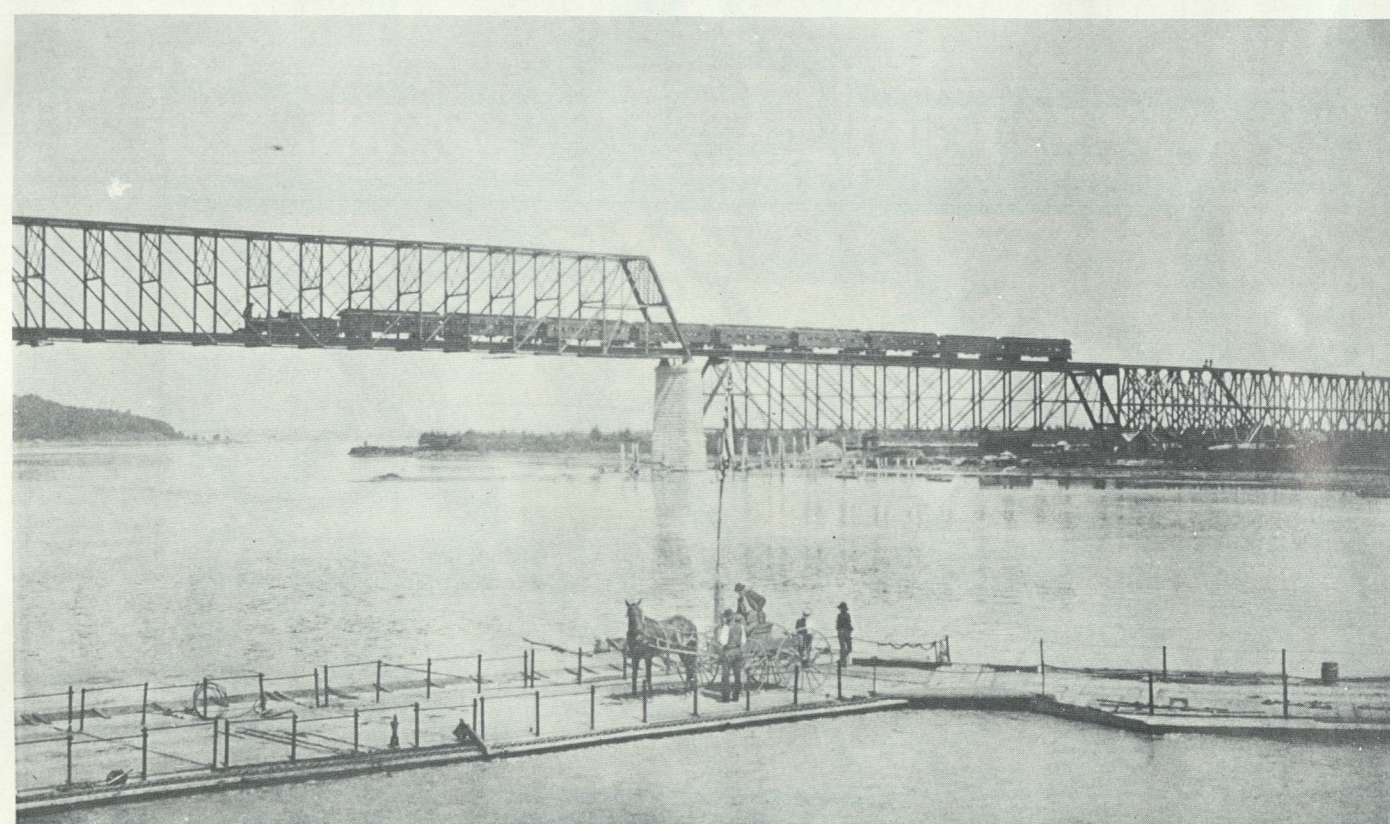
B&MR 342

Harry Boggs; from L. E. Griffith.
The Burlington's Aurora (Ill.) Shops had just outshopped No. 1262, a high-domed 2-6-0
which remained in service until 1928, when she was scrapped. Photo was taken in 1899.

The 550 whips the "Fast Mail" along between Pacific Jct. and Council Bluffs in Sept 1899

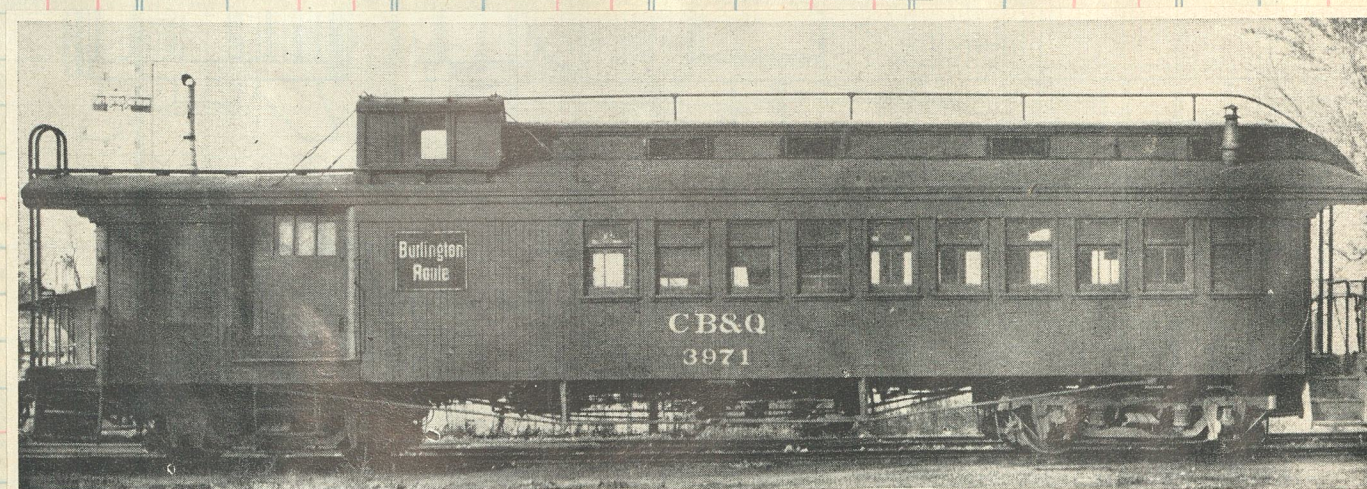


The Burlington's high
wheeled Moguls. Most
had 64" drivers, some
with 69" & 72". All
were capable of fast
running in passenger
and mail service.
The 1262 was blt 1898
later renoed 1178.
B&MR 342 ready to de-
part Denver eastbound
with a solid passen-
ger consist in 1900
Later noed CB&Q 1228
The 530 arriving at
Sandwich, Ill c 1895
with seven cars. Blt
by Rogers 1893, c/n
4825. Renoed 1530,
H&StJ 689, CB&Q 1141

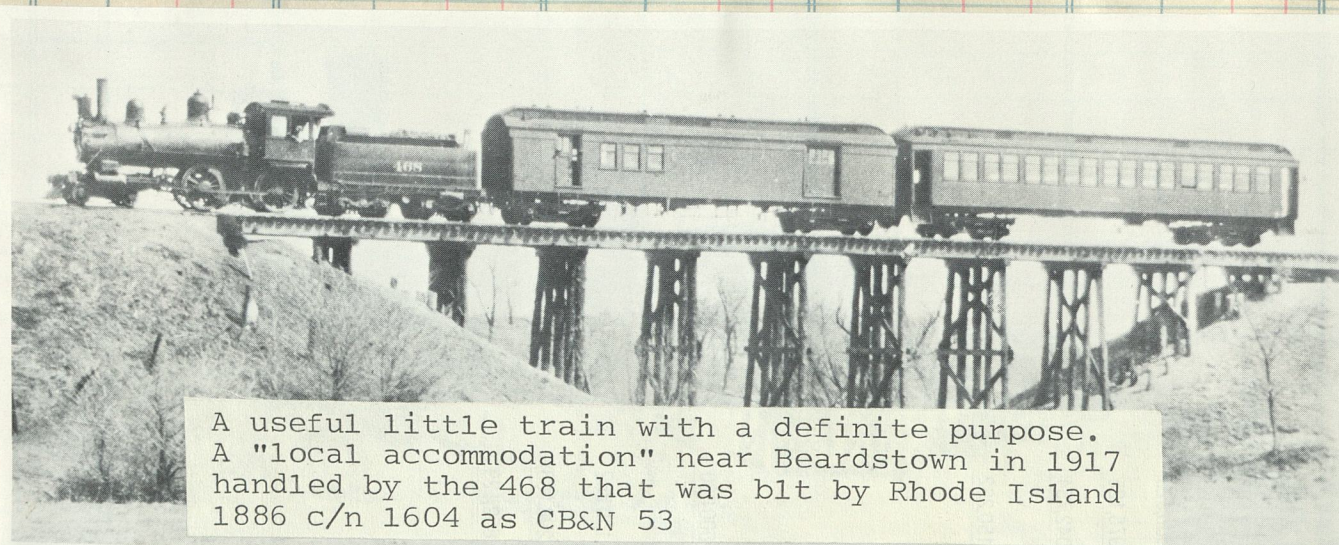


Built for the B&MR in Nebraska's constituent Nebraska Railway through the separately incorporated Nebraska City Bridge Company, construction on this, the fourth Burlington crossing of the Missouri River, began in June 1887 and was completed for an Aug. 12, 1888, grand opening. The lengthy, coach-only train shown here from the south side is in all likelihood the first train over the bridge. Total length of the three-span structure was 1,207.6 feet, with 627.2 feet in Iowa and 580.4 feet in Nebraska. Previous crossings of the Mighty Mo had been completed at Kansas City in 1869, Plattsmouth in 1880 and Rulo, Neb., in 1887. — Nebraska State Historical Society collection

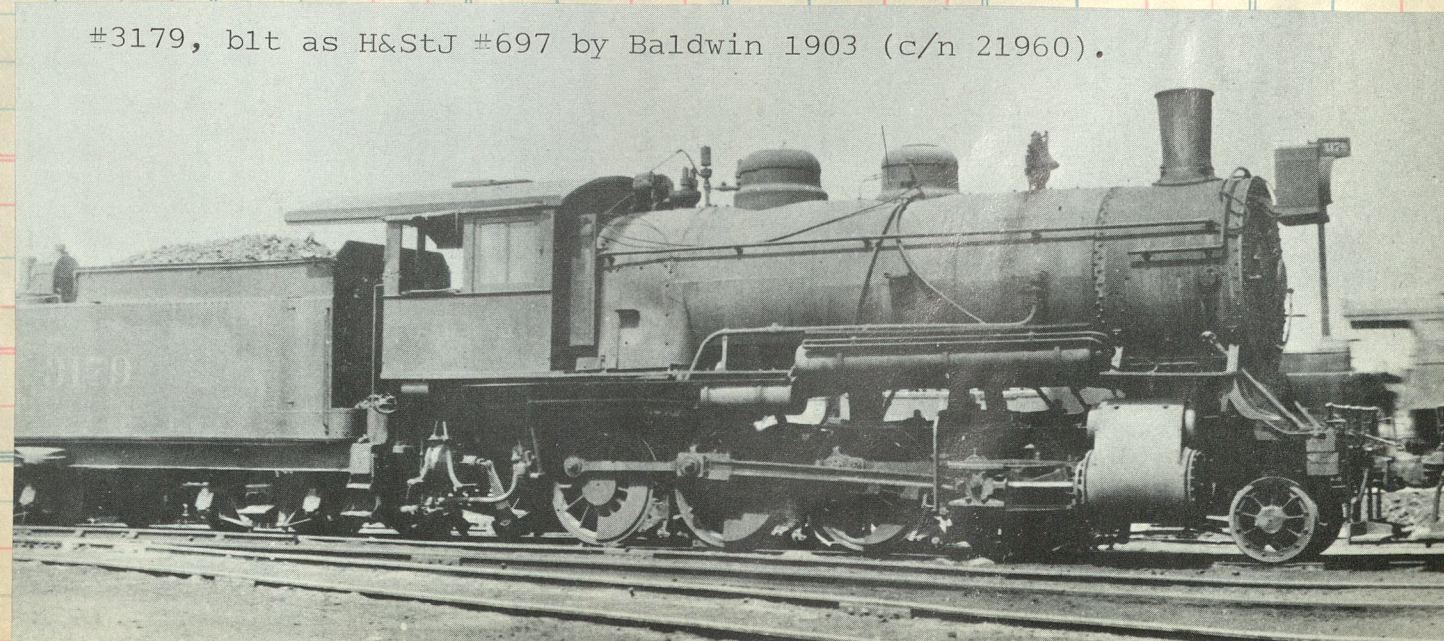
CB&Q 530



#3179, blt as H&StJ #697 by Baldwin 1903 (c/n 21960).

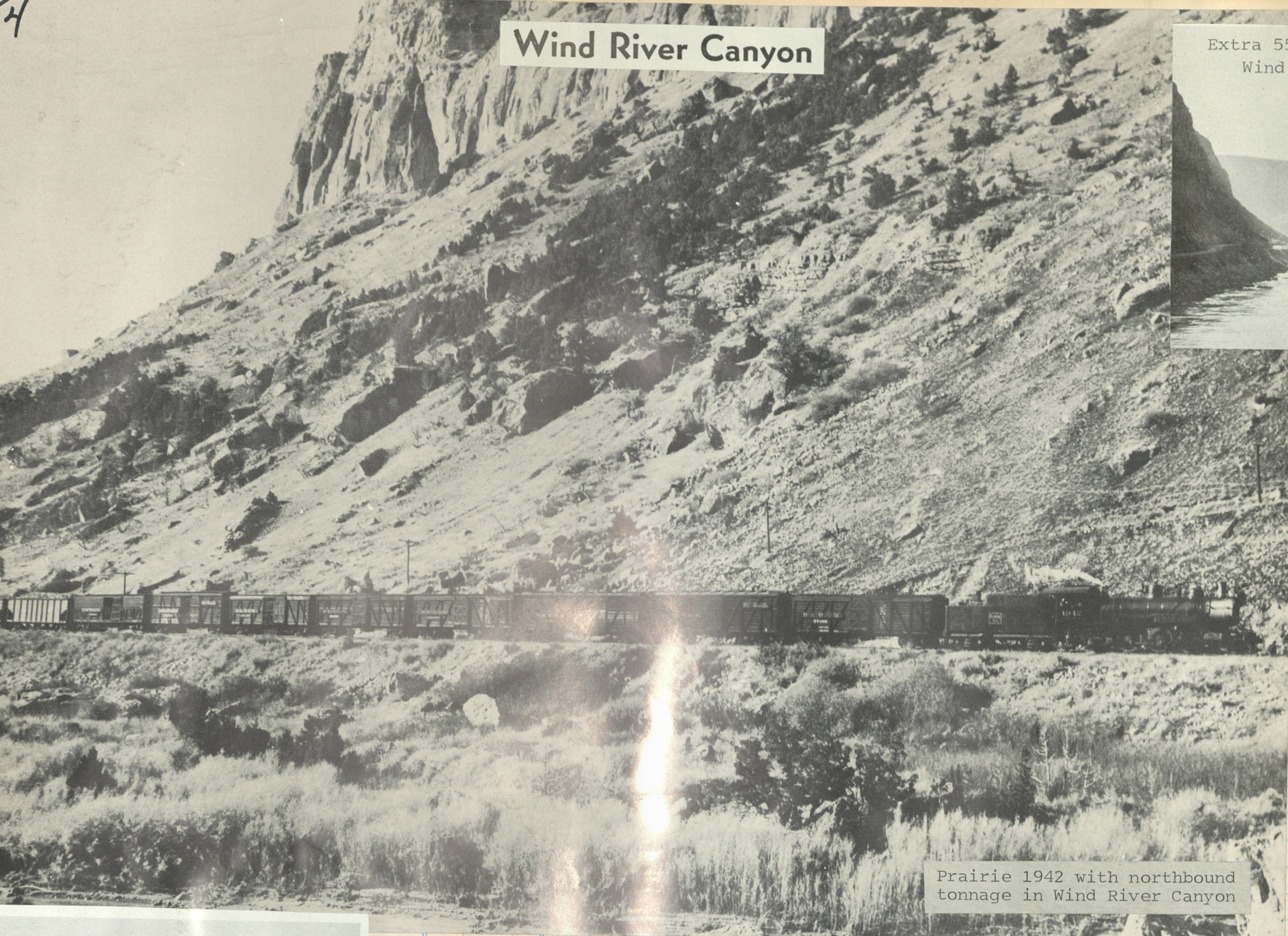


A useful little train with a definite purpose.
A "local accommodation" near Beardstown in 1917
handled by the 468 that was blt by Rhode Island
1886 c/n 1604 as CB&N 53



4

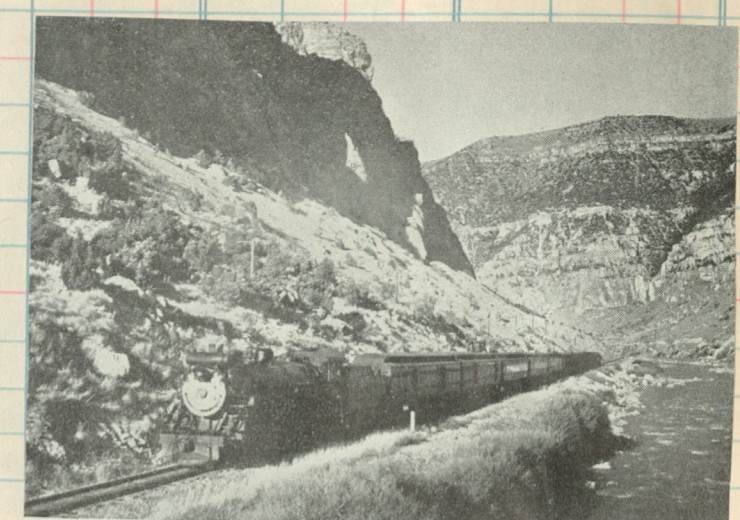
Wind River Canyon



Prairie 1942 with northbound tonnage in Wind River Canyon



Extra 5505
Wind River Canyon



Southbound No. 30 glides through the canyon at 3:25 p.m. In addition to regular equipment it carries several troop sleepers. Track is crowded close to river by talus fallen from cliffs. This country is relatively barren and supports few settlers.

Edwards Motor Car Delivered to Chicago Burlington & Quincy R. R.

1925
The Chicago Burlington & Quincy R. R. recently received a new self-propelled motor car from the Edwards Railway Motor Car Co., Sanford, N. C. The car has been placed in regular service between Beardstown and Litchfield, Ill., a run of 78 miles.

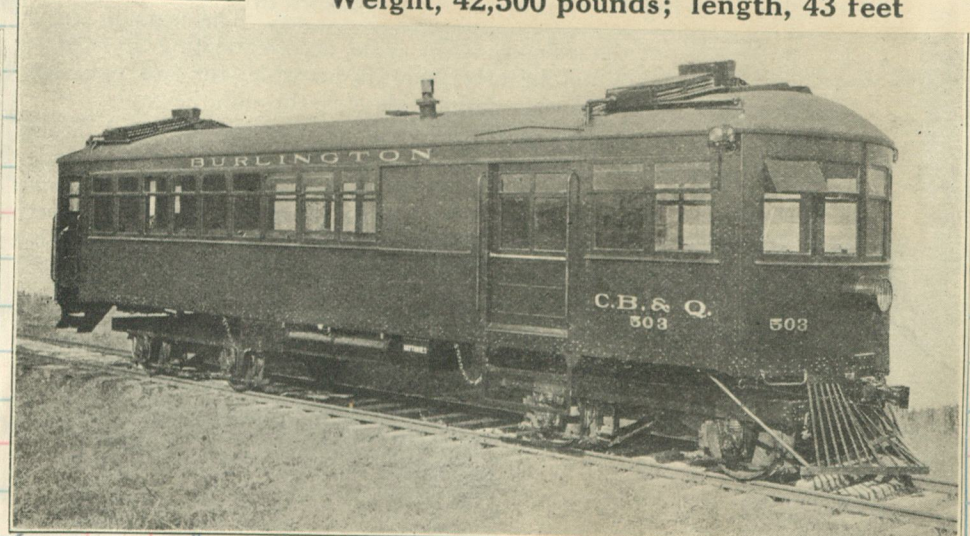
50 passengers and 12 foot baggage compartment
Weight, 42,500 pounds; length, 43 feet



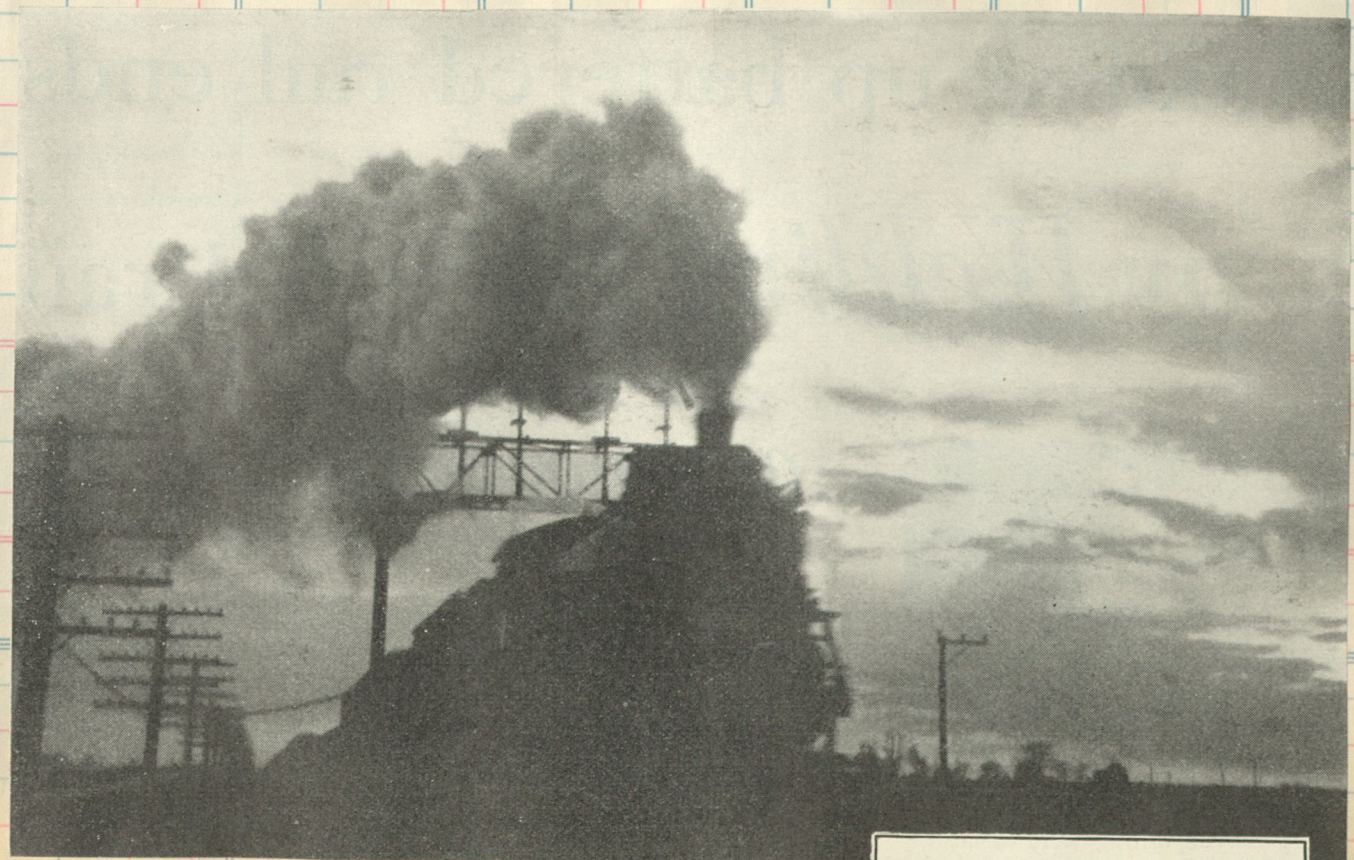
The Colorado Special

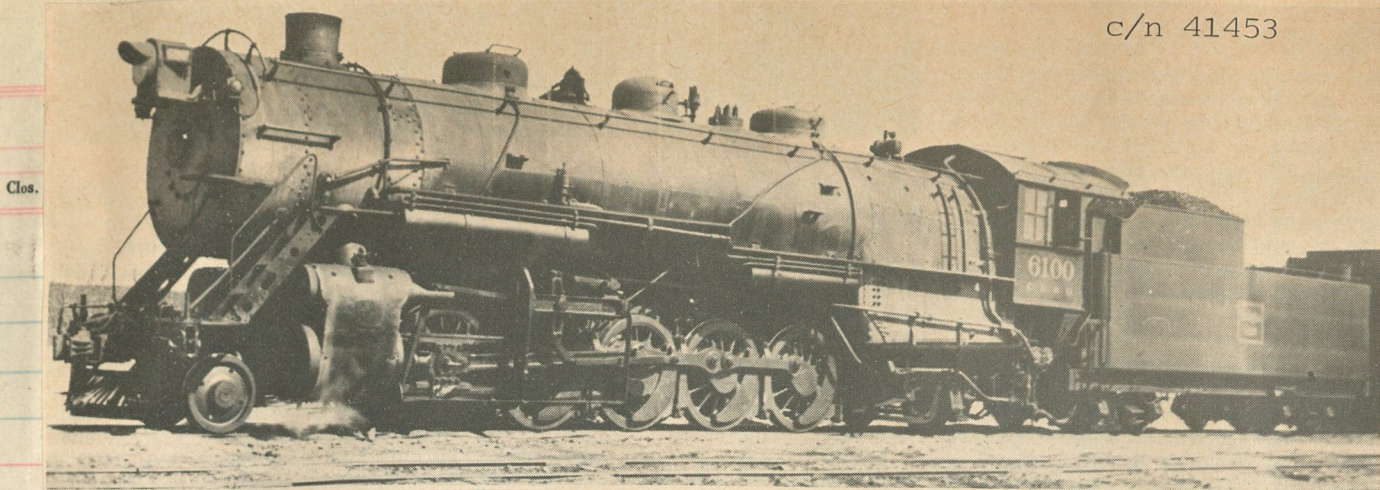


Gasoline Motor Driven Car Built by The Edwards Railway Motor Car Co.

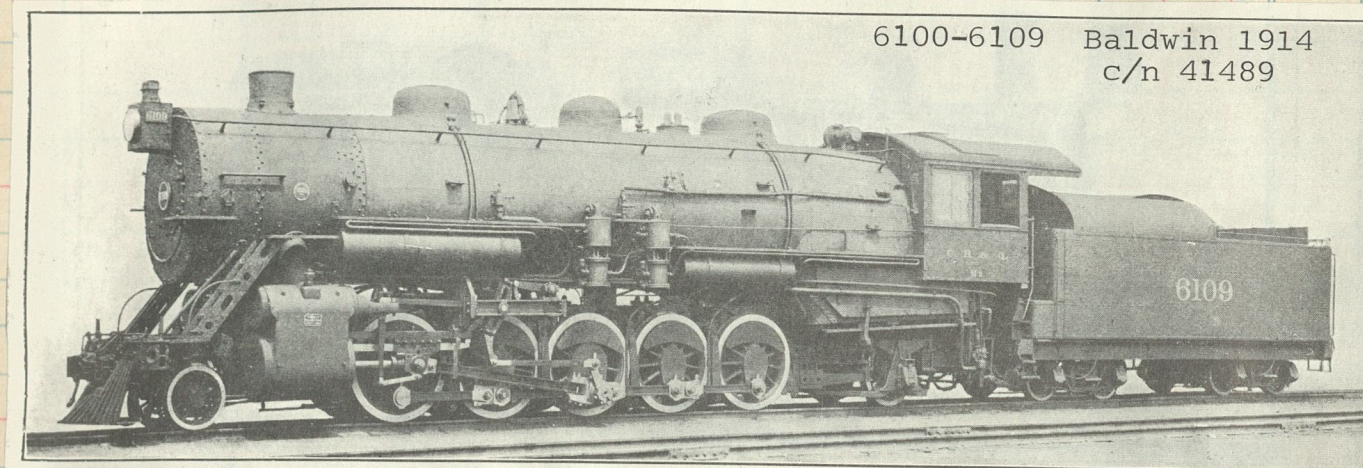


The garden at Lincoln, Neb.





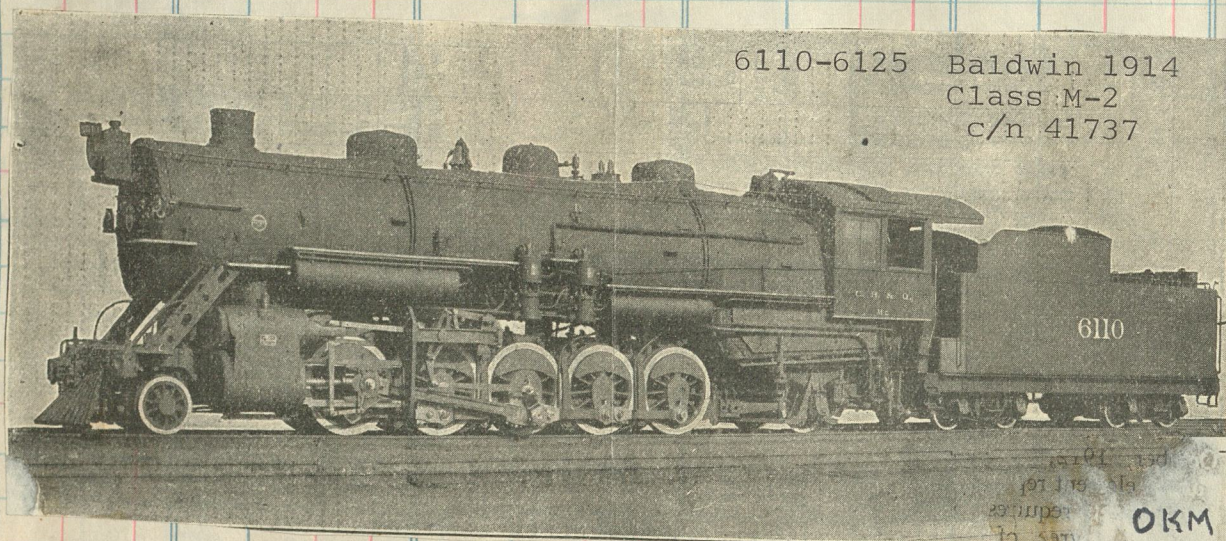
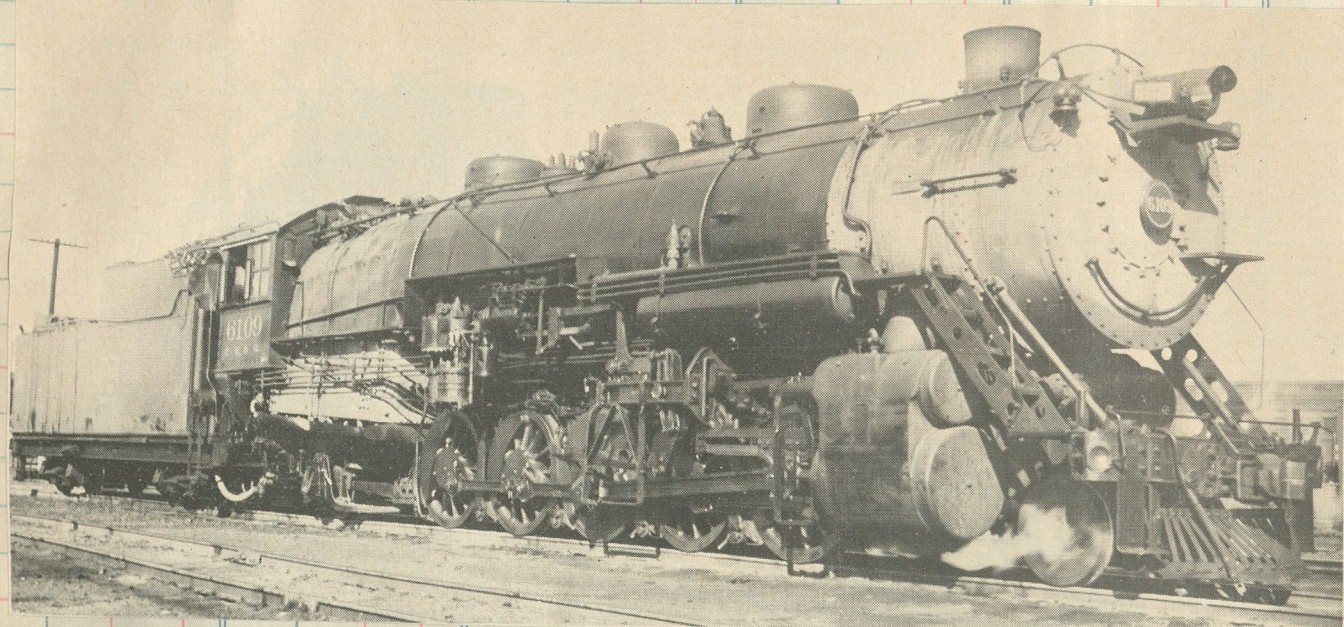
c/n 41453



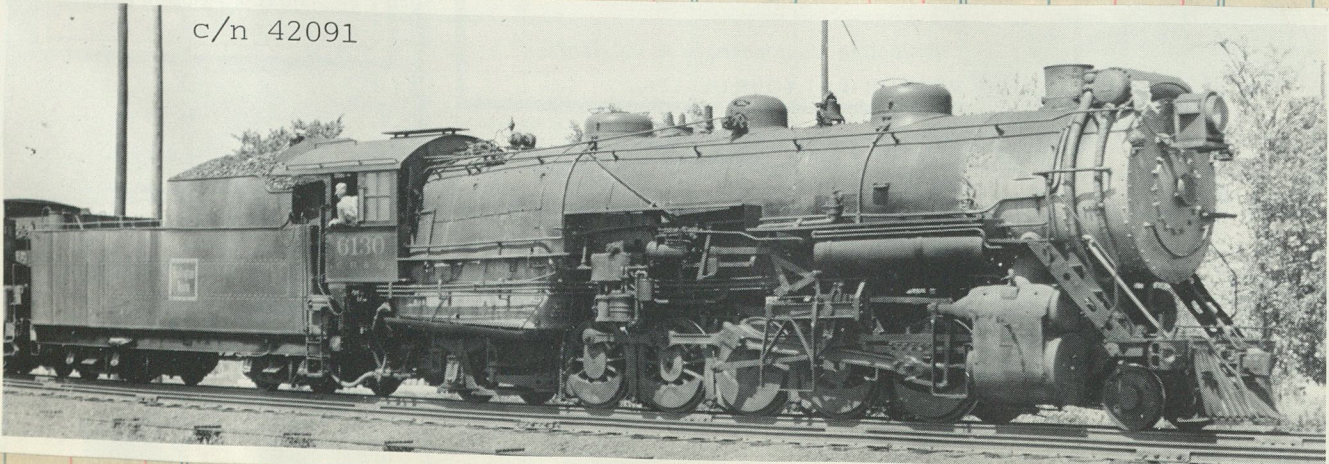
6100-6109 Baldwin 1914
c/n 41489

Fig. 93—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Chicago, Burlington & Quincy by the Baldwin Locomotive Works.

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	4,966 sq. ft.
Cylinders	30 in. x 32 in.	Heating Surface, Firebox.....	383 sq. ft.
Steam Pressure	175 lbs.	Heating Surface, Total.....	5,349 sq. ft.
Diam. of Drivers	60 in.	Heating Surface, Superheater.....	1,232 sq. ft.
Tractive Effort	71,500 lbs.	Grate Area	88 sq. ft.
Rigid Wheel Base.....	20 ft. 9 in.	Weight on Drivers.....	293,000 lbs.
Driving Wheel Base.....	20 ft. 9 in.	Weight, Total	370,000 lbs.
Total Wheel Base.....	40 ft. 1 in.	Fuel	Soft coal



6110-6125 Baldwin 1914
Class M-2
c/n 41737



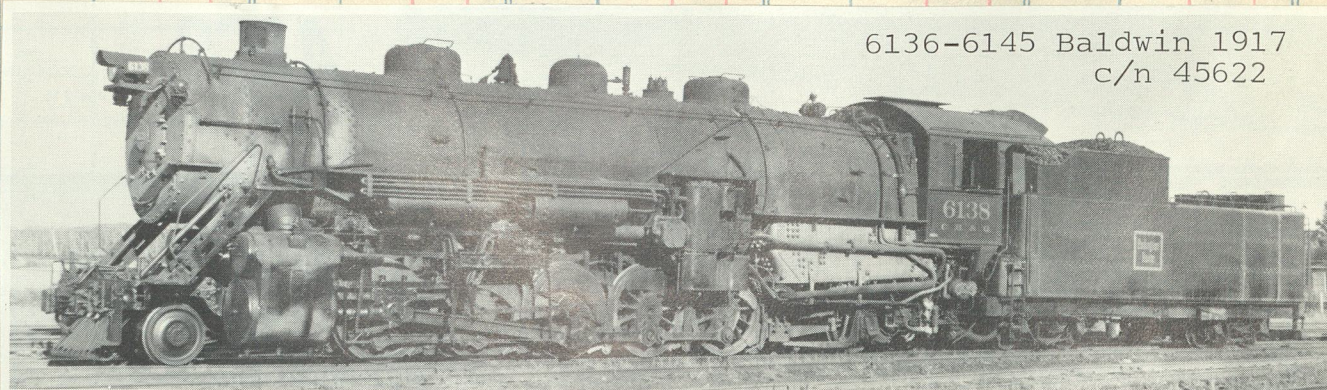
c/n 42091

BALDWIN LOCOMOTIVES

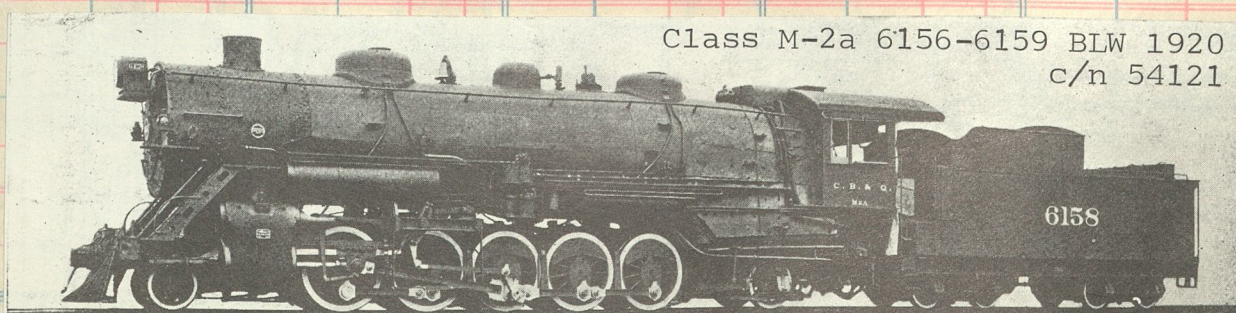
JANUARY 1927



6127
6126-6135
Baldwin 1915
c/n 42088



6136-6145 Baldwin 1917
c/n 45622

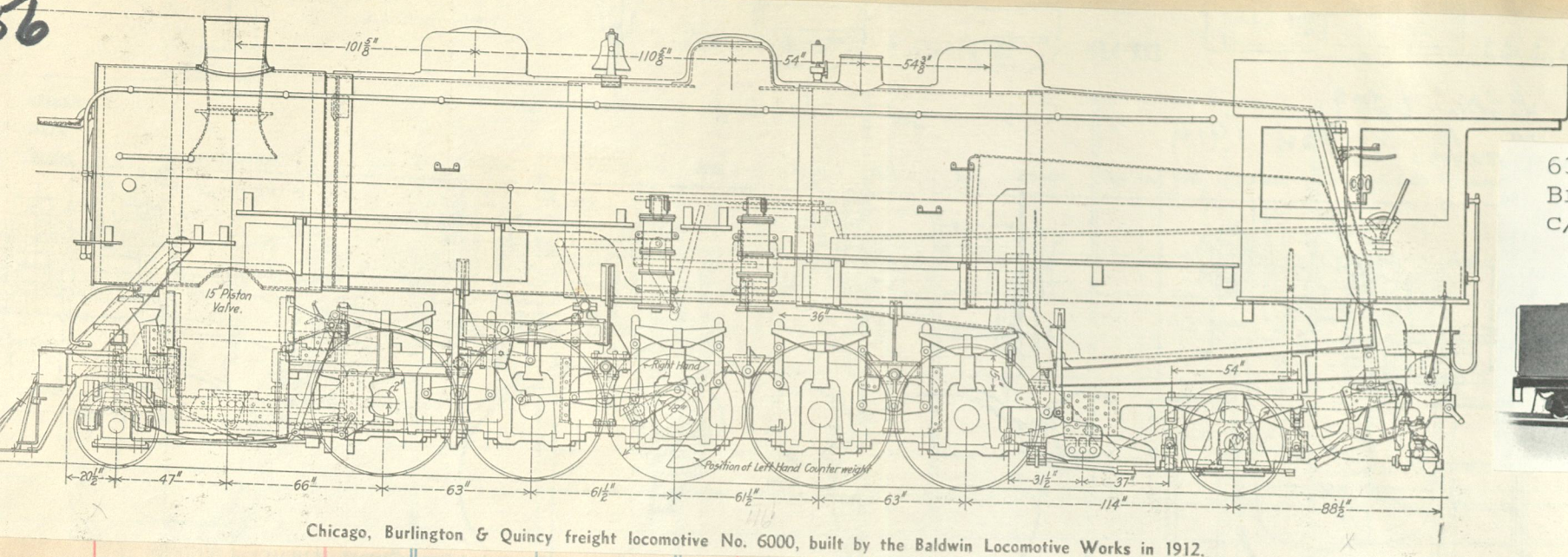


Class M-2a 6156-6159 BLW 1920
c/n 54121

Cylinders.....30 in. by 32 in.
Drivers, diameter.....60 in.

Weight, total engine.....388,600 lb.
Tractive force.....73,600 lb.

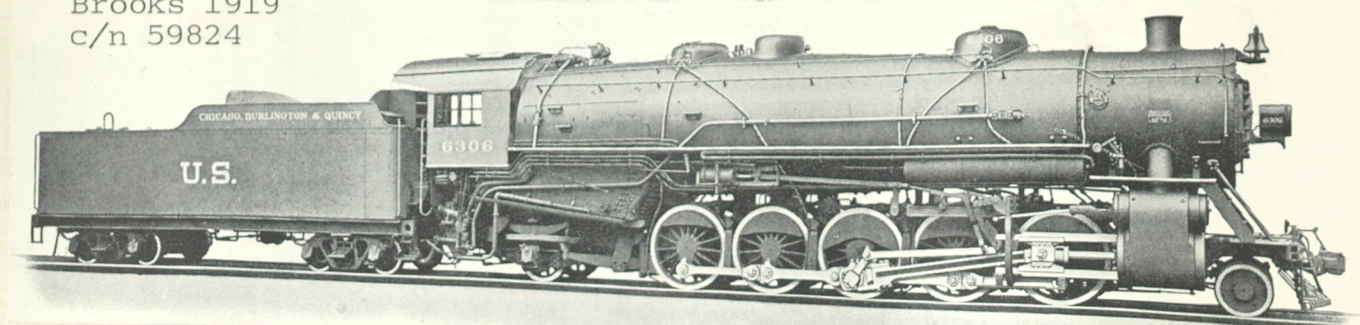
56



RD OF TICKET SALES AT

6300-6309
Brooks 1919
c/n 59824

Leased to the Colorado & Southern

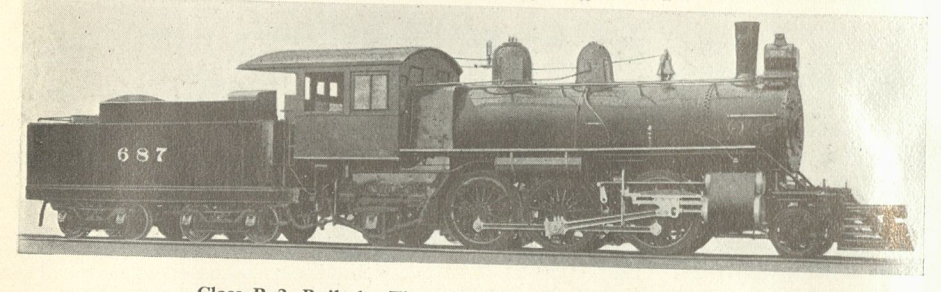


The Burlington PRAIRIES. The initial engines were designed by F. A. Delano, Super of Motive Power in 1899 and first of the type to have wide firebox. These engines were the most numerous on the Burlington roster.

-6-2	Class R-1	4	Class R-3	50	Class R-5	175
	Class R-2	60	Class R-4	140	Total	429

BALDWIN LOCOMOTIVES

H. & St. J. #841, to C. B. & Q. #1734



Class R-2, Built by The Baldwin Locomotive Works, 1901

Cylinders
Drivers, diam.
Steam pressure
Grate area
Heating surface
Weight on drivers
" total engine
Tractive force

20" x 24"
64"
200 lb.
42 sq. ft.
2888 sq. ft.
130,000 lb.
170,000 lb.
25,500 lb.

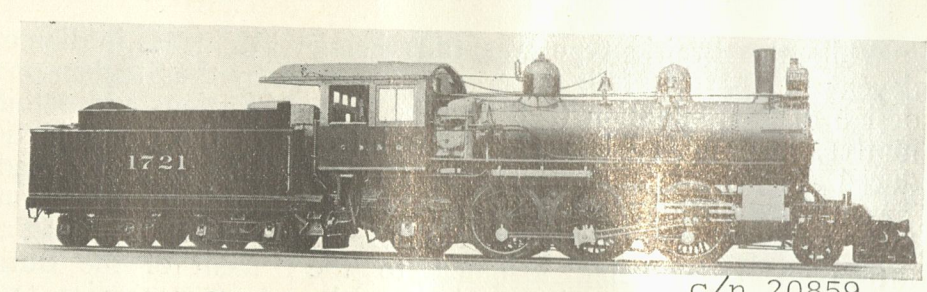
c/n 18824

Cylinders
Drivers, diam.
Steam pressure
Grate area
Heating surface
Weight on drivers
" total engine
Tractive force

21" x 26"
69"
200 lb.
42 sq. ft.
3055 sq. ft.
134,550 lb.
181,920 lb.
28,200 lb.

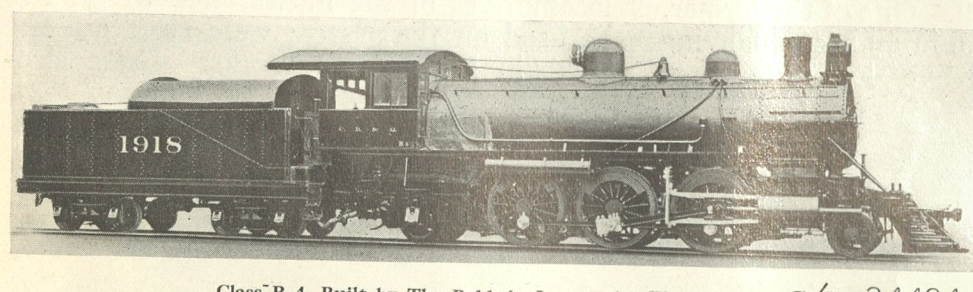
1721-1770

Renoed #1800



Class R-3, Built by The Baldwin Locomotive Works, 1902

c/n 20859



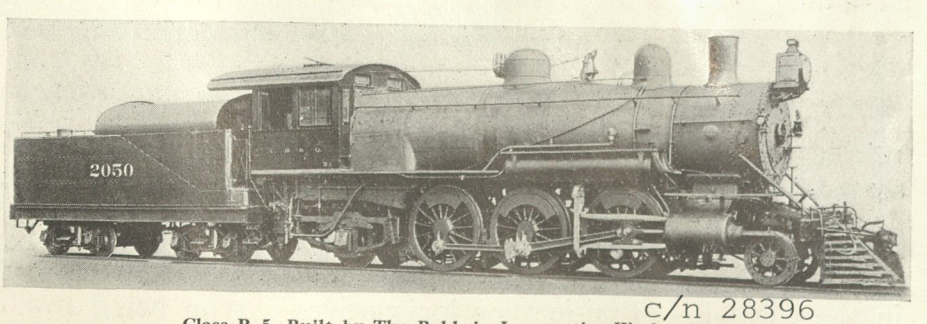
Class R-4, Built by The Baldwin Locomotive Works, 1904

c/n 24494

Cylinders
Drivers, diam.
Steam pressure
Grate area
Heating surface
Weight on drivers
" total engine
Tractive force

22" x 28"
69"
210 lb.
55 sq. ft.
3560 sq. ft.
159,540 lb.
216,000 lb.
35,000 lb.

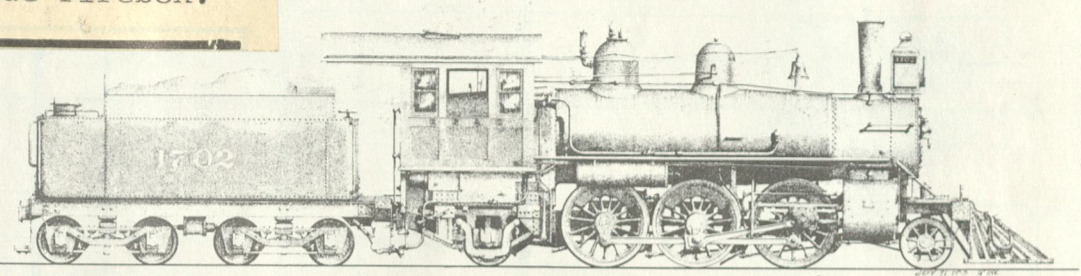
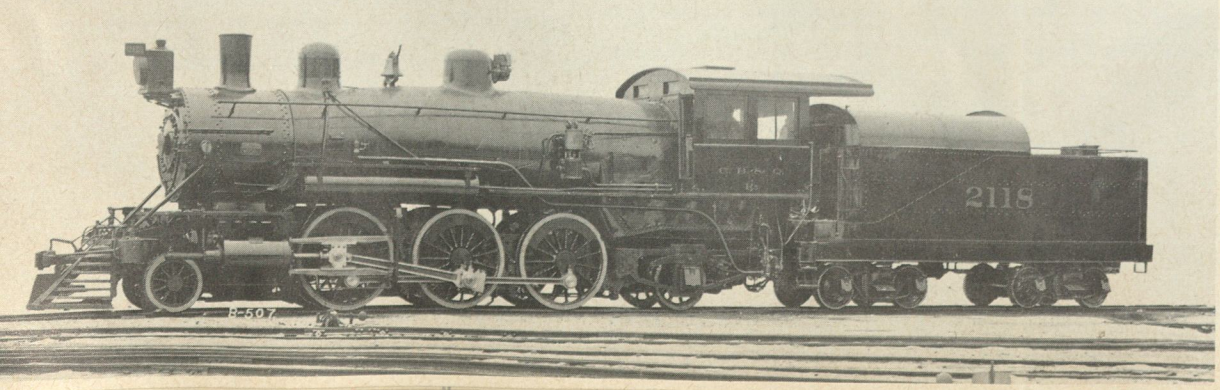
2050-2224



Class R-5, Built by The Baldwin Locomotive Works, 1906

c/n 28396

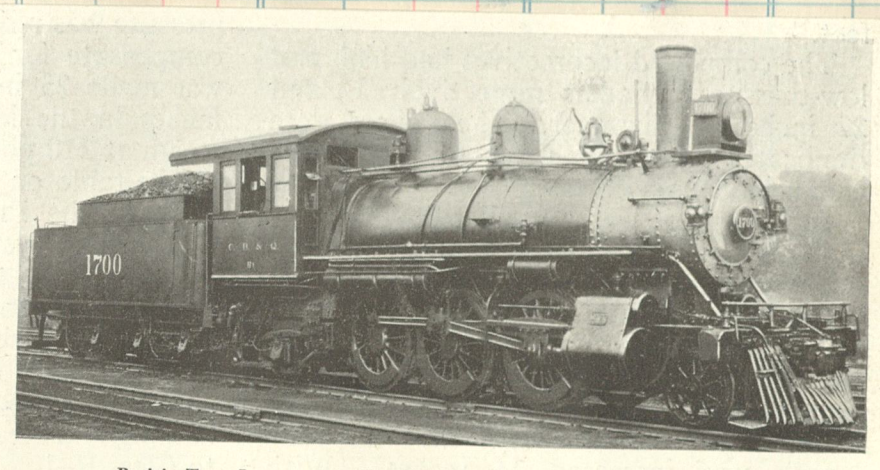
2100-2149 class R-5 c/n 41572 Brooks 1906



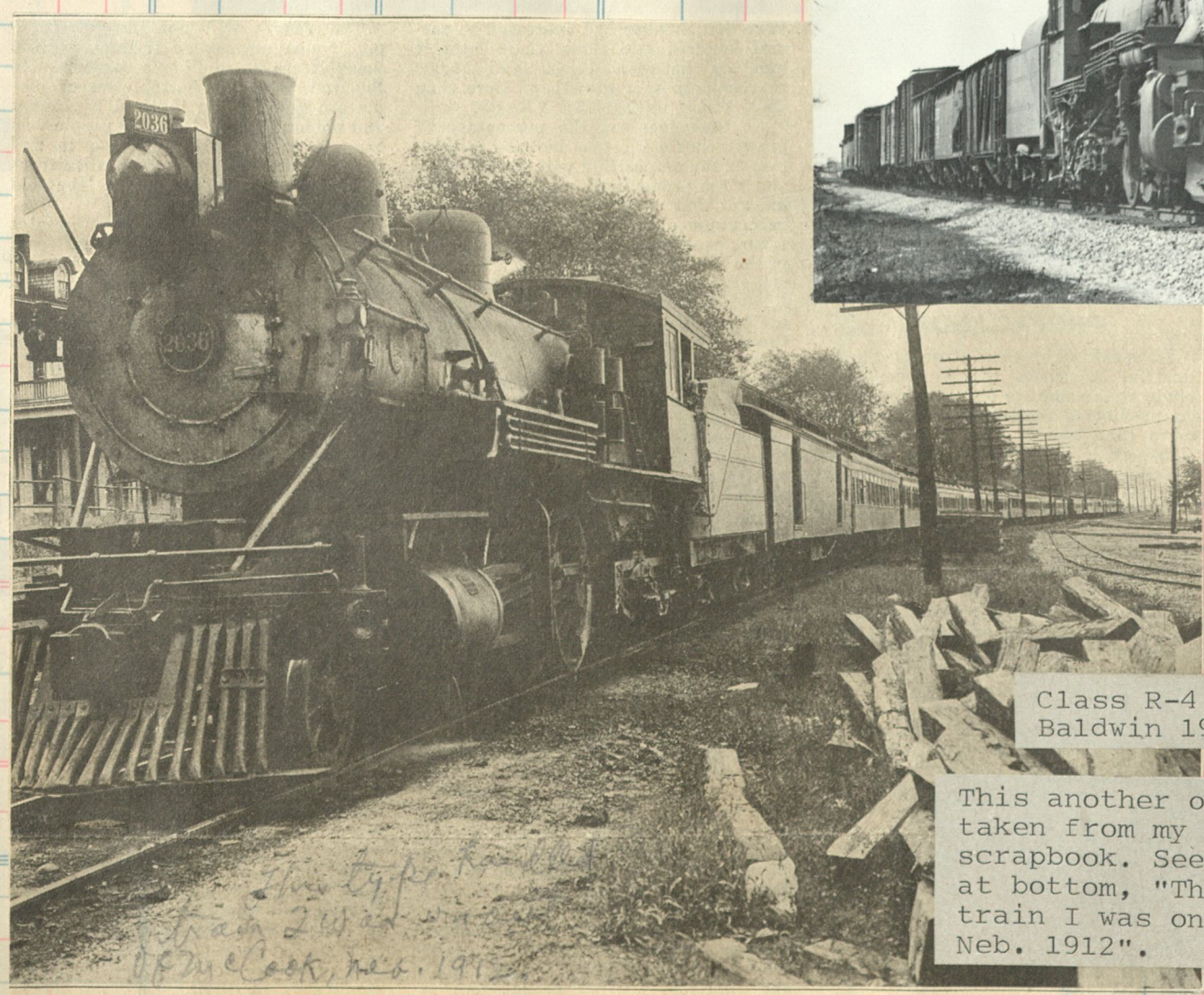
Cylinders
Drivers, diam.
Steam pressure
Grate area
Heating surface
Weight on drivers
" total engine
Tractive force

19" x 24"
64"
190 lb.
42 sq. ft.
2076 sq. ft.
96,000 lb.
140,000 lb.
21,900 lb.

1700-1703



Prairie Type Locomotive, Class R-1, Built at Burlington Shops, 1900



2052 with the way freight at Downers Grove

Class R-4 2000-2049
Baldwin 1906 c/n 27456

This another of the clips taken from my father's (OKM) scrapbook. See written note at bottom, "This type handled train I was on out of McCook, Neb. 1912".

SPECIAL STOCKHOLDERS' TRAIN, CONSISTING OF TWELVE STANDARD PULLMAN CARS, THREE DINING CARS AND A BAGGAGE CAR, ARRIVING AT FORT MADISON, TUESDAY MORNING, OCTOBER 9TH

THE COLORADO LIMITED

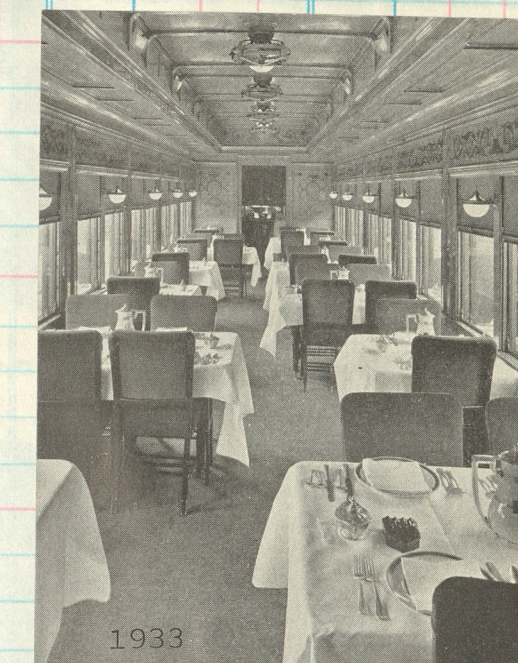


Burlington Train No. 9, the Colorado Limited, Leaving Galesburg, Illinois
The Locomotive is a Pacific Type, Class S-3.

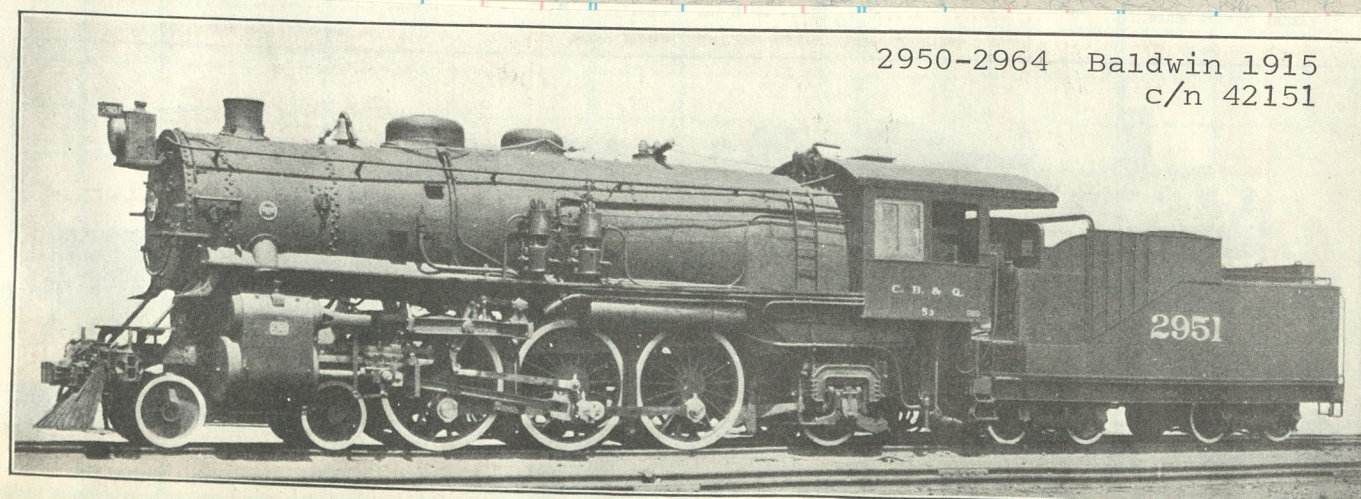
No. 9—COLORADO LTD.
Lounge-observation car, between Chicago, Omaha and Denver.
Sleeping cars, between Chicago, Omaha and Denver (compartment, drawing-room and sections); Omaha to Denver (drawing-room and sections), ready for occupancy at Omaha 9:30 p.m. Dining car, for all meals.
Chair car and Coach, between Chicago, Omaha and Denver.

Palatial Equipment

All C. B. & Q. trains between **CHICAGO** and **DENVER** carry a palatial rear car designed entirely for lounging purposes



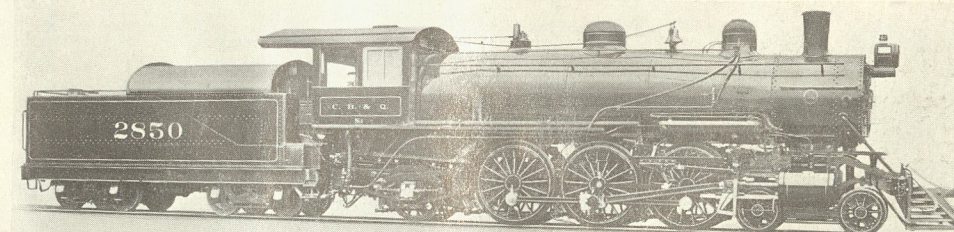
Pacific 2942 accelerates Train #9 outbound from Chicago in 1922. This Photo was used by Baldwin Locomotives in their advertisements at that time.



2950-2964 Baldwin 1915
c/n 42151

Fig. 119—Pacific (4-6-2) Locomotive for Passenger Service. Built for Chicago, Burlington & Quincy by the Baldwin Locomotive Works.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	3,072 sq. ft.
Cylinders.....	27 in. x 28 in.	Heating Surface, Firebox.....	292 sq. ft.
Steam Pressure.....	180 lbs.	Heating Surface, Total.....	3,364 sq. ft.
Diam. of Drivers.....	74 in.	Heating Surface, Superheater.....	587 sq. ft.
Tractive Effort.....	42,000 lbs.	Grate Area.....	751 sq. ft.
Rigid Wheel Base.....	13 ft.	Weight on Drivers.....	169,700 lbs.
Driving Wheel Base.....	33 ft. 8 1/2 in.	Weight, Total.....	266,400 lbs.
Total Wheel Base.....		Fuel.....	Soft coal

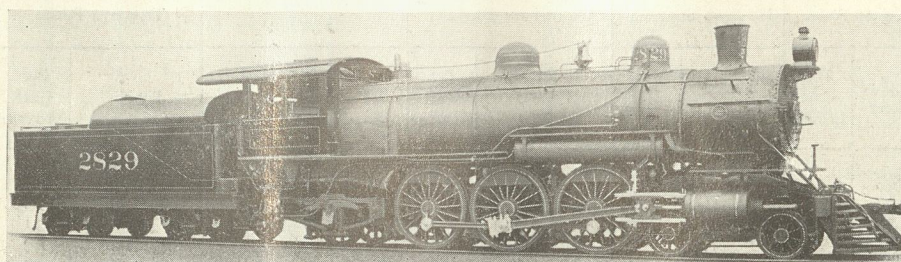


c/n 33446

Pacific Type Locomotive, Class S-1 (Walschaerts Valve Gear), Built by The Baldwin Locomotive Works, 1909

Cylinders	22" x 28"
Drivers, diam.	74"
Steam pressure	200 lb.
Grate area	55 sq. ft.
Heating surface	3804 sq. ft.
Weight on drivers	160,050 lb.
" total engine	235,300 lb.
Tractive force	31,100 lb.

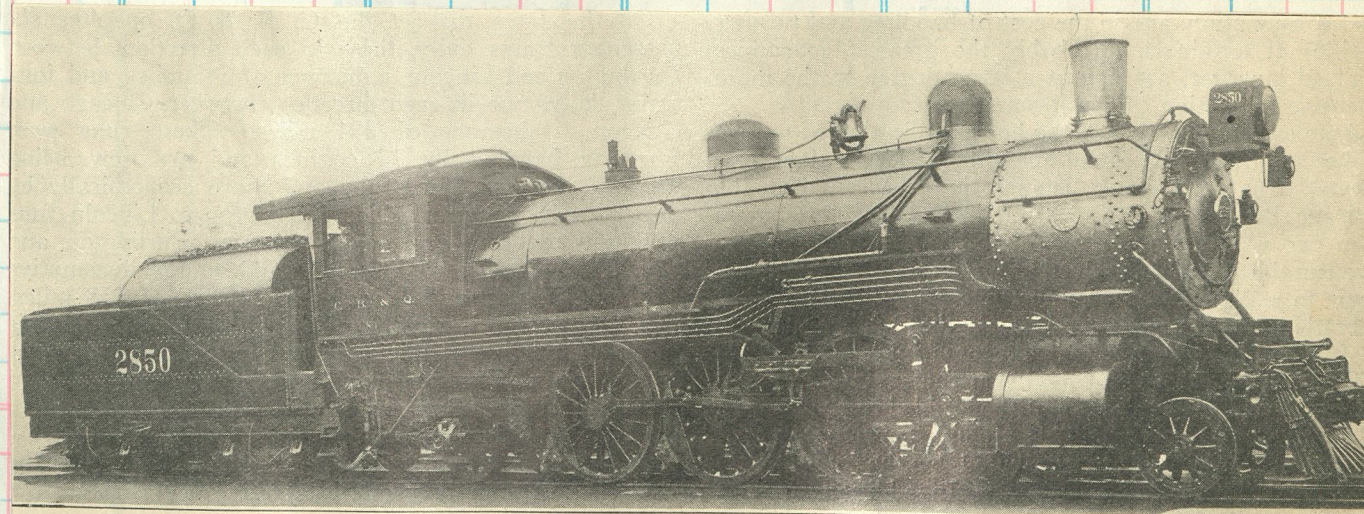
2845-2869
Reblt S-1a 1924



Pacific Type Locomotive, Class S-1, Built by The Baldwin Locomotive Works, 1906

Cylinders	22" x 28"
Drivers, diam.	74"
Steam pressure	210 lb.
Grate area	55 sq. ft.
Heating surface	3922 sq. ft.
Weight on drivers	151,290 lb.
" total engine	230,940 lb.
Tractive force	32,700 lb.

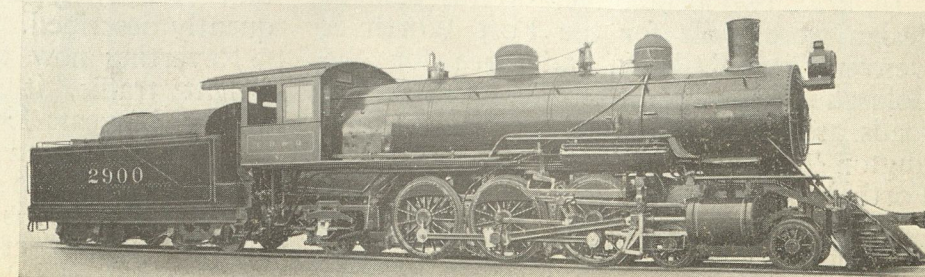
2800-2829
c/n 30011



Pacific Type Passenger Locomotive Used on Extended Engine Runs by the Chicago Burlington & Quincy R. R.

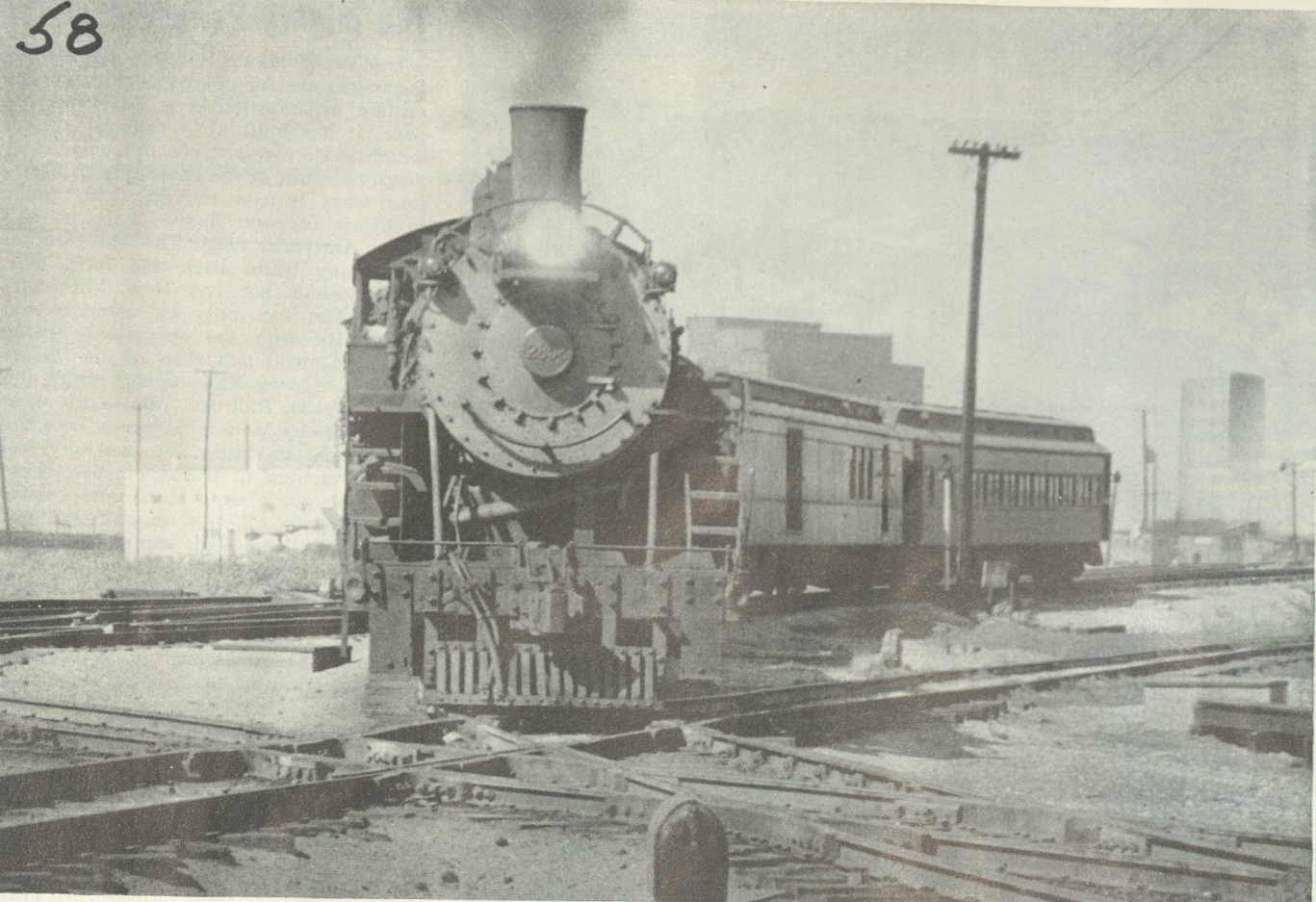
Cylinders	25" x 28"
Drivers, diam.	69"
Steam pressure	160 lb.
Grate area	55 sq. ft.
Water heating surface	3010 sq. ft.
Superheating surface	925 sq. ft.
Weight on drivers	153,100 lb.
" total engine	236,100 lb.
Tractive force	34,500 lb.

2900-2949
Reblt S-2a 1926

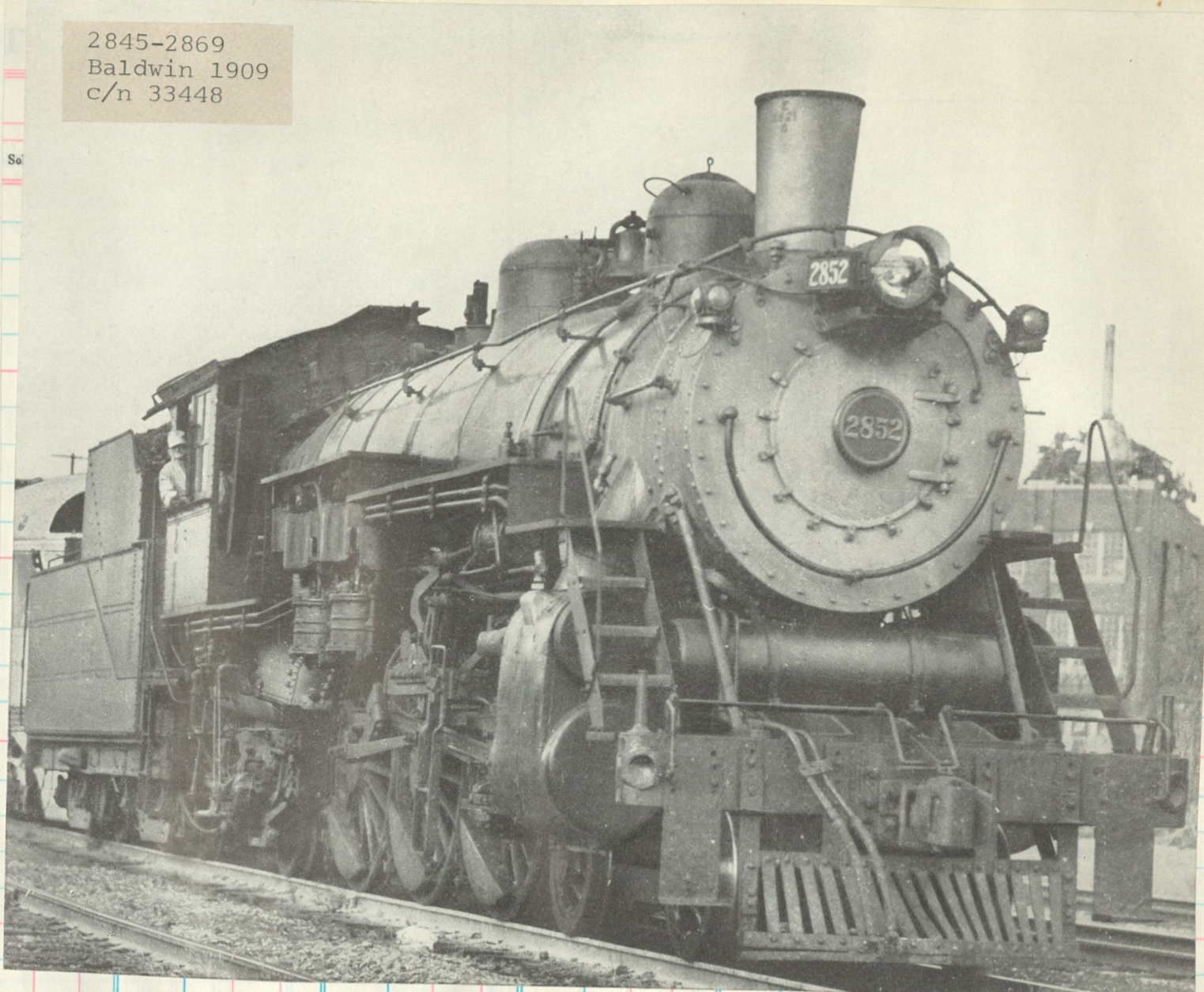


Pacific Type Locomotive, Class S-2, Built by The Baldwin Locomotive Works, 1910

c/n34511



Drifting down the Eads Bridge approach, Eng 2808 threads thru the maze of trackage at East St Louis with Trn #47 at the start of 320 mile run north to Savanna.

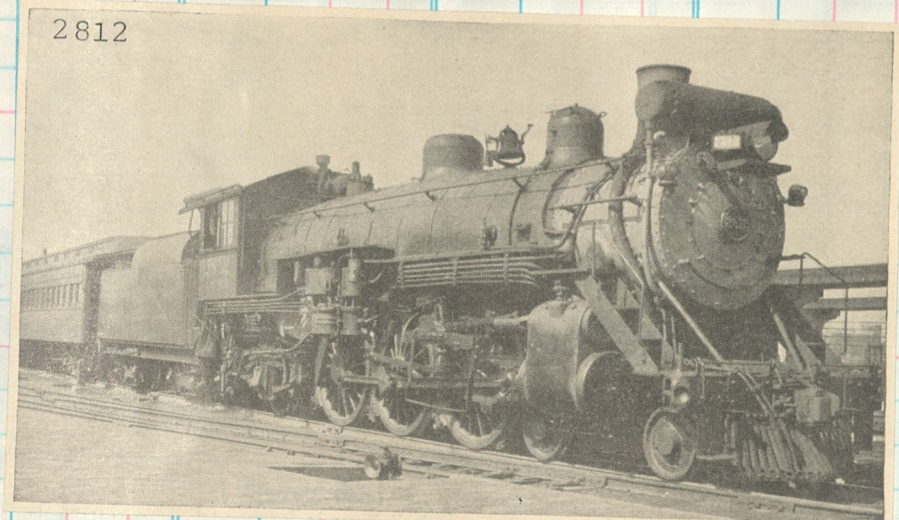


2845-2869
Baldwin 1909
c/n 33448



Burlington Train No. 1, the Denver Limited, at Hastings, Nebraska 2812

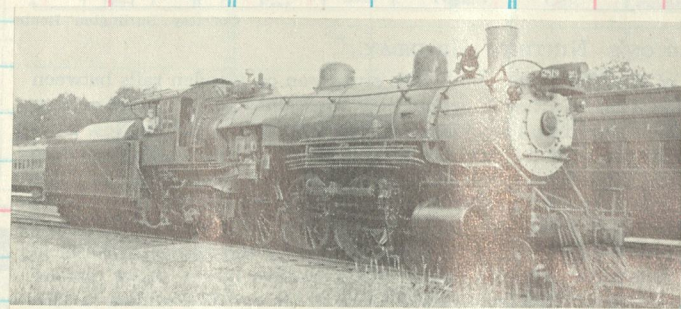
No. 1—DENVER LIMITED
Pullman lounge-observation car, between Chicago, Omaha and Denver.
Sleeping cars, between Chicago, Omaha and Denver (compartment, drawing-room and sections); Chicago to Lincoln (drawing-room and sections); Peoria to Denver (drawing-room and sections); Denver to Omaha (drawing-room and sections).
Dining car, for all meals. Chair car and coach, between Chicago, Omaha and Denver.



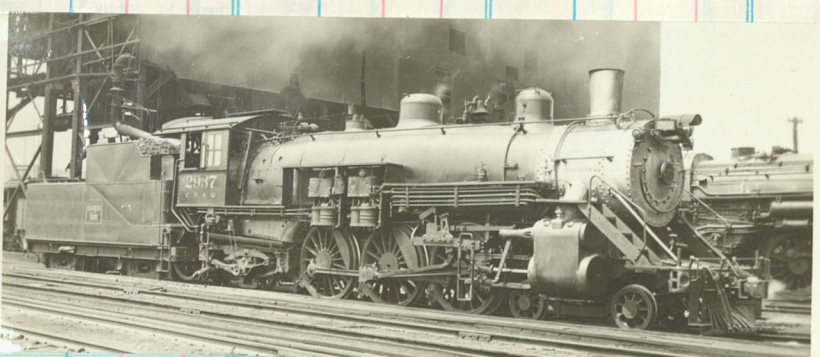
2812



The 2802 whips Trn #44 across the Nebraska plains near Hoffland, east of Alliance



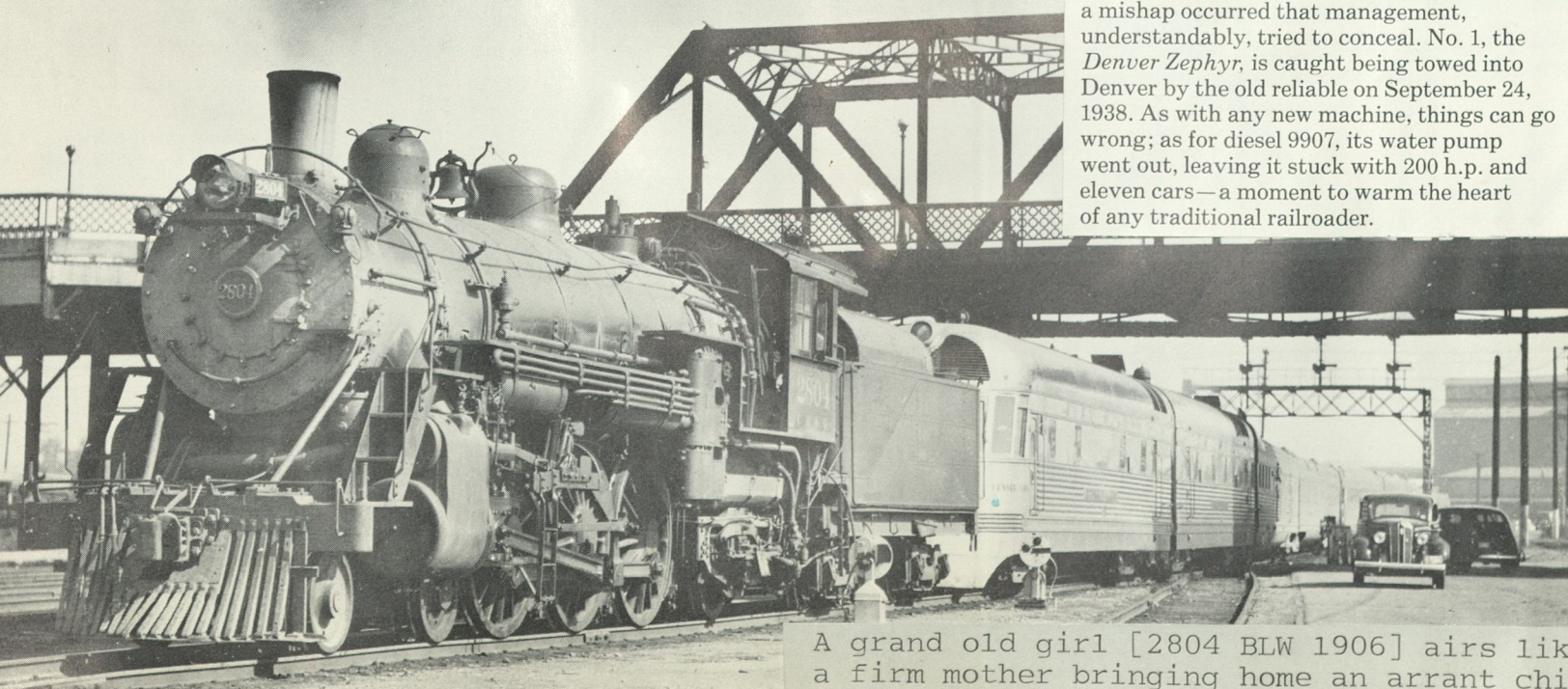
No. 2819, CLASS S-1, BALDWIN 1906, AT DOWNERS GROVE.



2900-2949 Baldwin 1910. All rebt in mid 20's. #2937 c/n 34812

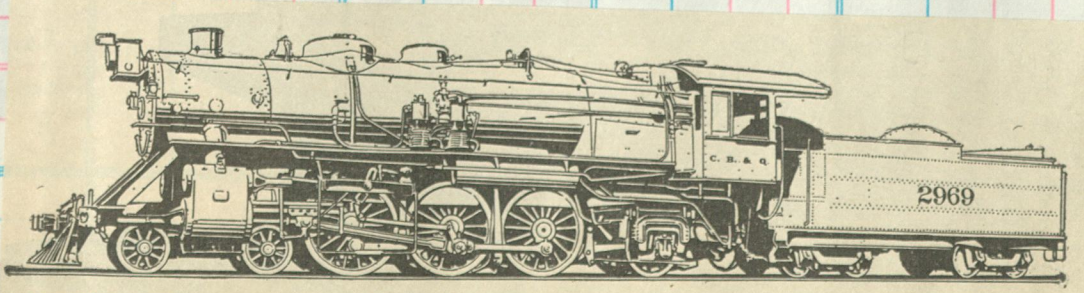
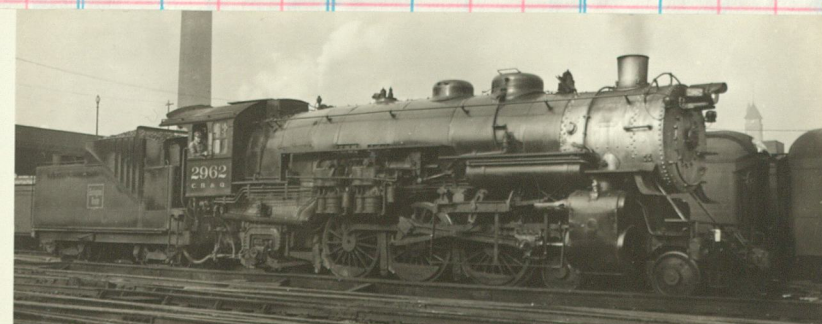


Trn #43 near Lakeside, Neb.



A grandold girl [2804 BLW 1906] airs like a firm mother bringing home an arrant child.

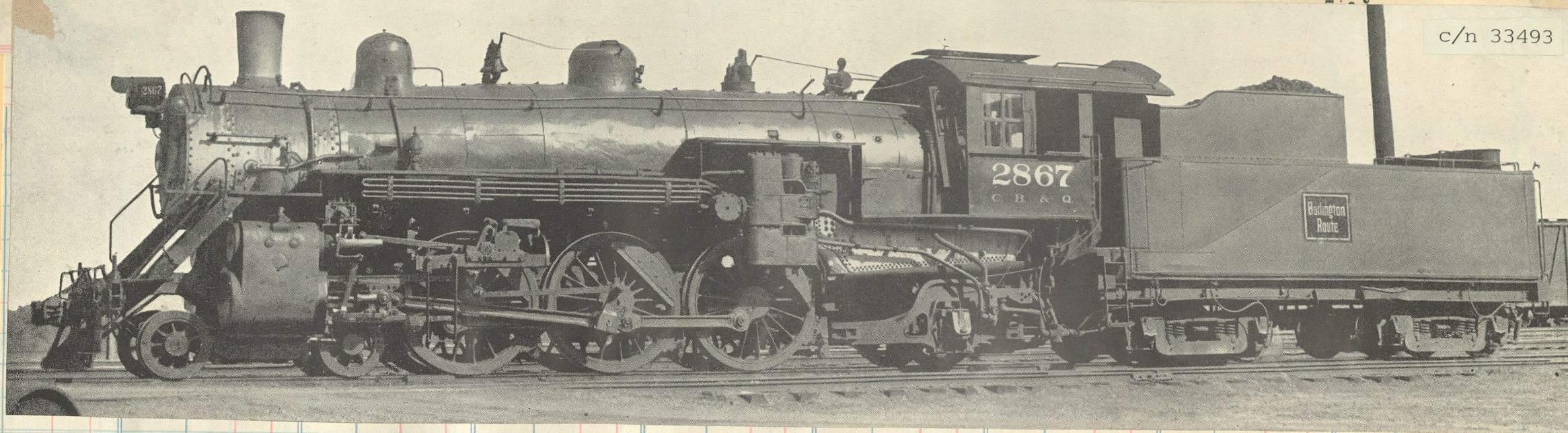
Not long after the photo on the left was taken a mishap occurred that management, understandably, tried to conceal. No. 1, the Denver Zephyr, is caught being towed into Denver by the old reliable on September 24, 1938. As with any new machine, things can go wrong; as for diesel 9907, its water pump went out, leaving it stuck with 200 h.p. and eleven cars—a moment to warm the heart of any traditional railroader.



The last group, 2965-2974, from Baldwin in 1918 c/n 48674. Three sold to C&S noed 370-372 in 1920.

Between 1906 and 1918 the Burlington took delivery of 145 Pacifics noed 2800-2974 and most remained in service until 1950's

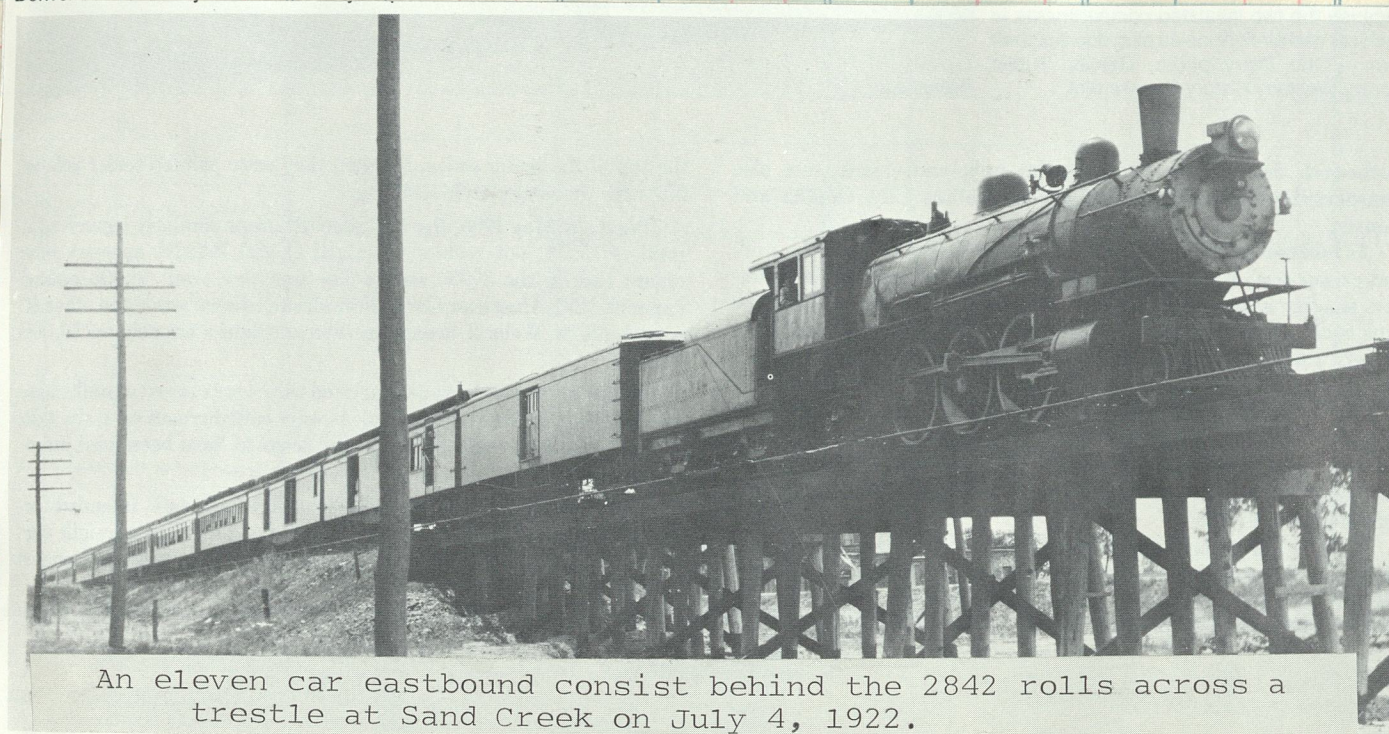
The 2867, shown in twilight of her career, was one of 25 built by Baldwin in 1909, noed 2845-2869. Twenty one were rebuilt, as shown, in the mid Twenties. 2867 was retired in 1952.



c/n 33493

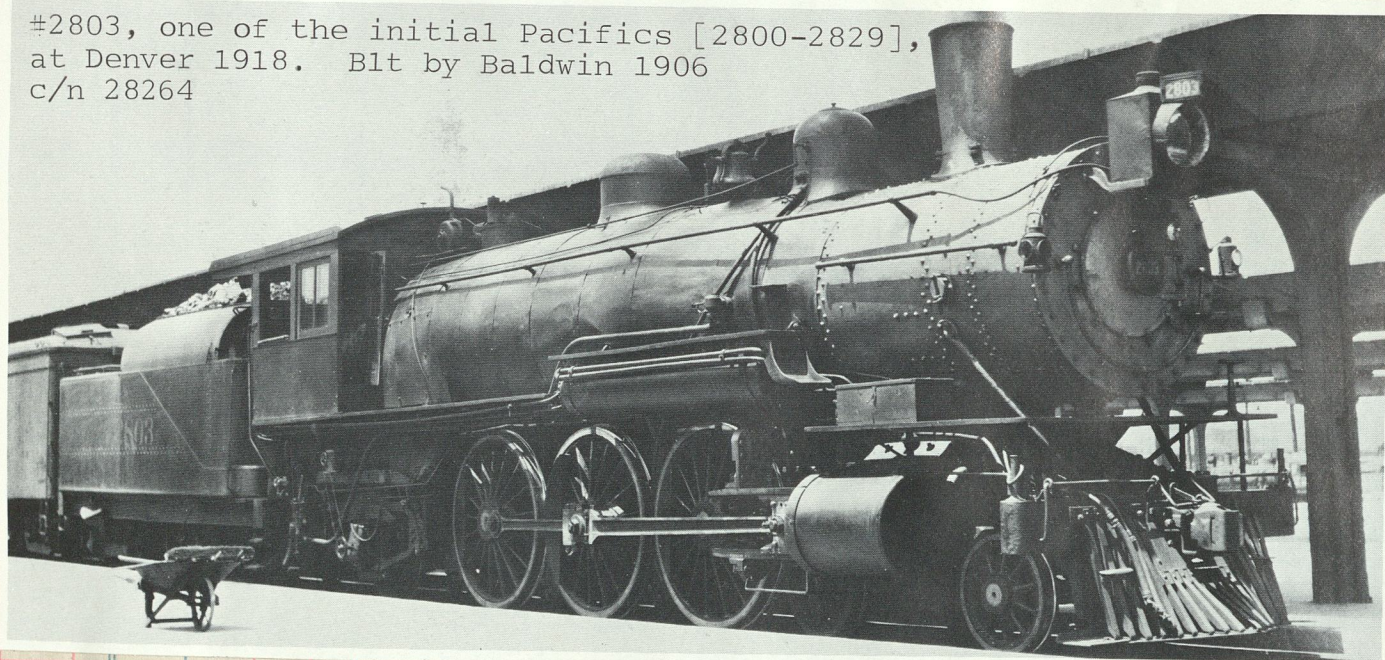
59

Sold Amount



An eleven car eastbound consist behind the 2842 rolls across a trestle at Sand Creek on July 4, 1922.

#2803, one of the initial Pacifics [2800-2829], at Denver 1918. Blt by Baldwin 1906 c/n 28264



Denver Bound April 1920

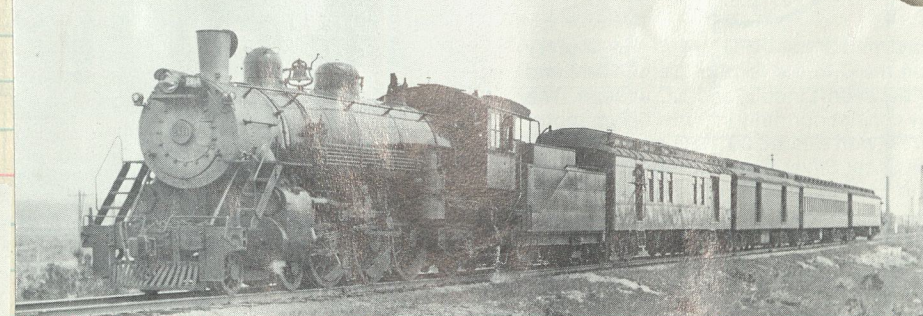


Under a frosty plume the 2810 hurries #9 "Colorado Limited" nearing Denver on Jan 2, 1928

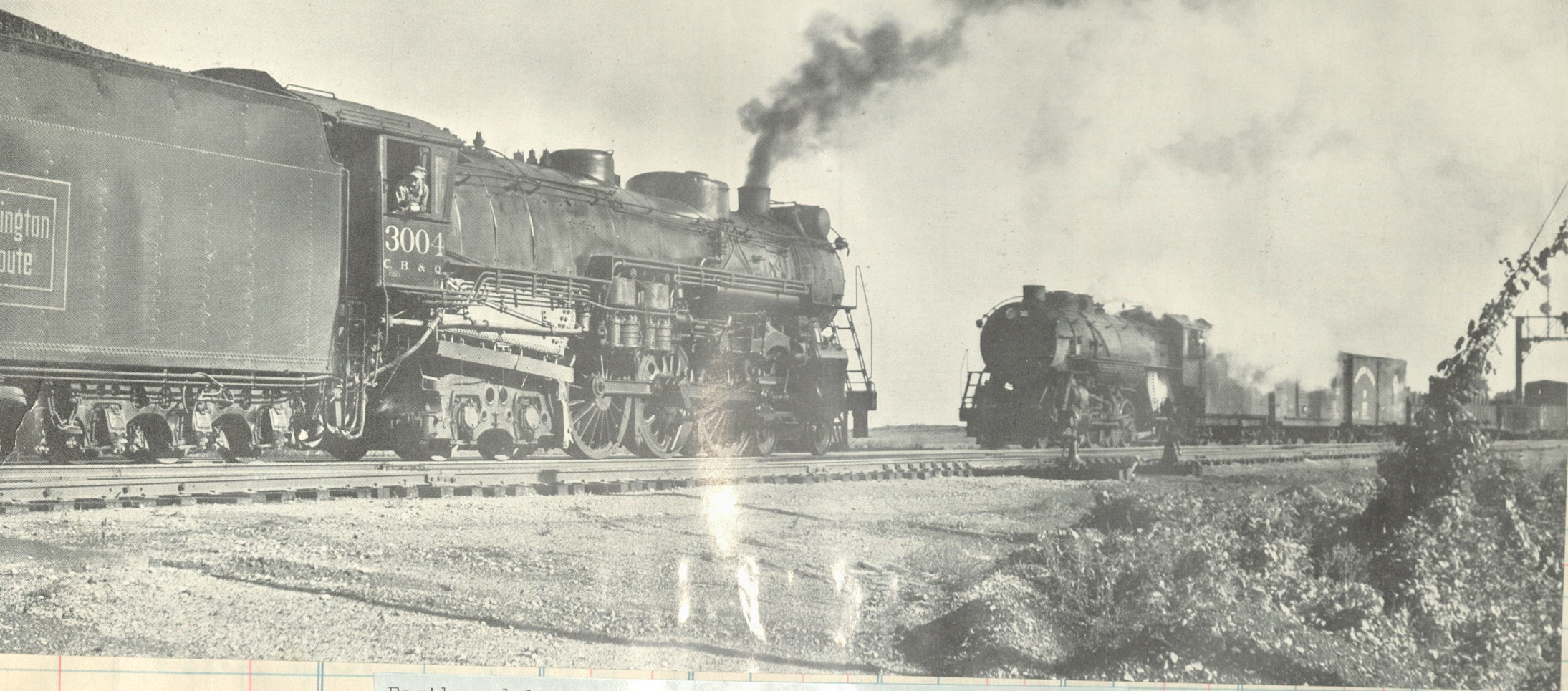
2948



Trn 31 Eng 2814 near Casper, Wyo



The 2829 with eight cars near Keenesburg, Colo.

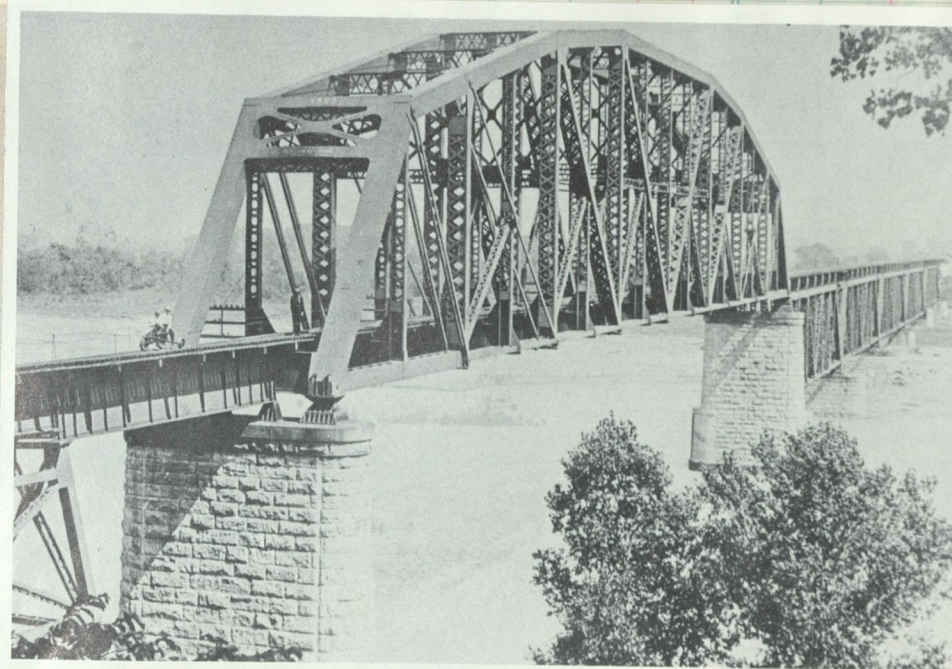


Eastbound local Trn #4 waits for the highball at Buda



Burlington No. 2564 prepares to leave Oberlin, Kans., after a "wheat" switching in the town.

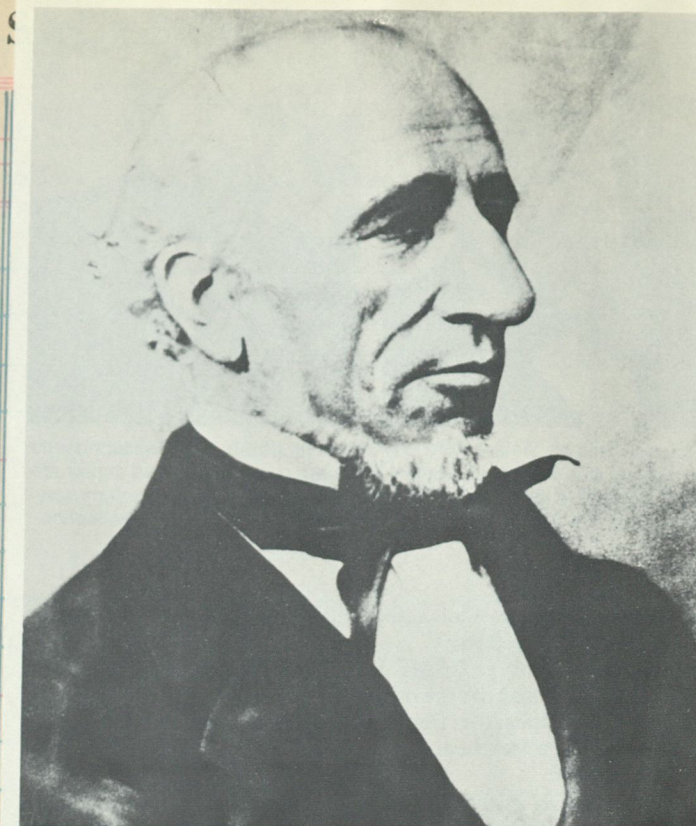
2564 4-4-2 ex 2708 Baldwin 1904



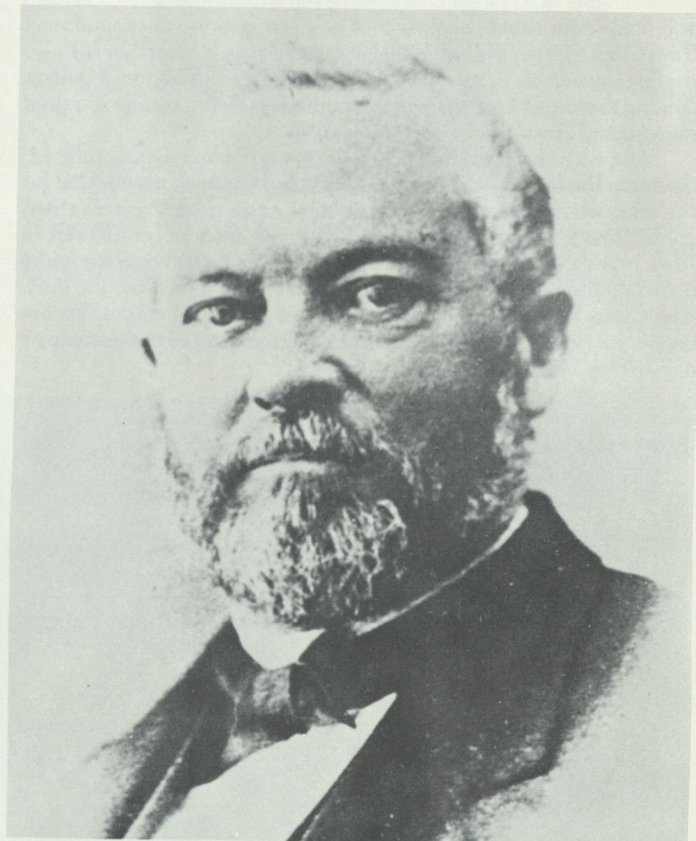
Across the wide Missouri at Plattsmouth-blt 1903



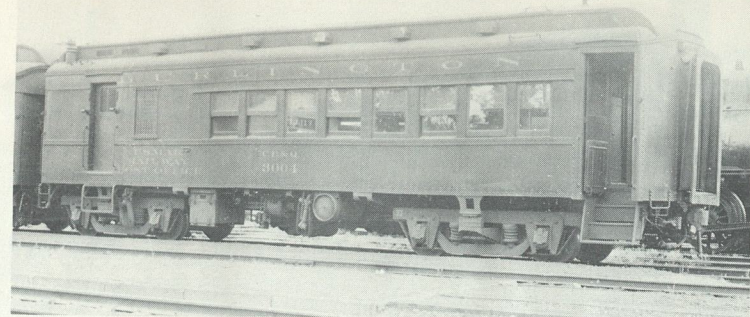
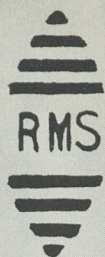
Along the banks of the Mississippi near St Paul Consolidation 3180 (blt as H&StJ 698 by Baldwin in 1903 c/n 21977) with transfer tonnage.



John Murray Forbes (1813-1898), true father of the Burlington. A Boston financier who, with his several close associates, made up the so-called Forbes Group which was responsible for the construction of numerous lines that ultimately united to form the Burlington Route — including the B&MR in Nebraska. — CB&Q/BN collection



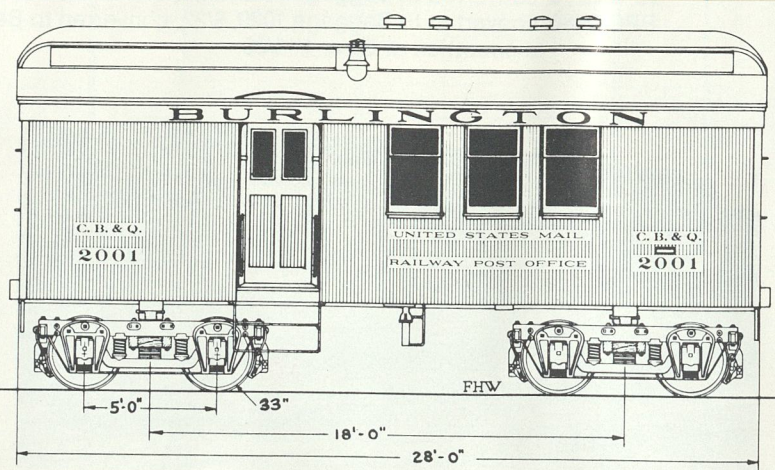
John Woods Brooks (1818-1877), an early partner with Forbes in the Michigan Central, served three times as president of the B&MR in Iowa (1853-55, 1864-65 and 1868-69) before becoming the first president of the B&MR in Nebraska in 1869. — CB&Q/BN collection



A 46 footer

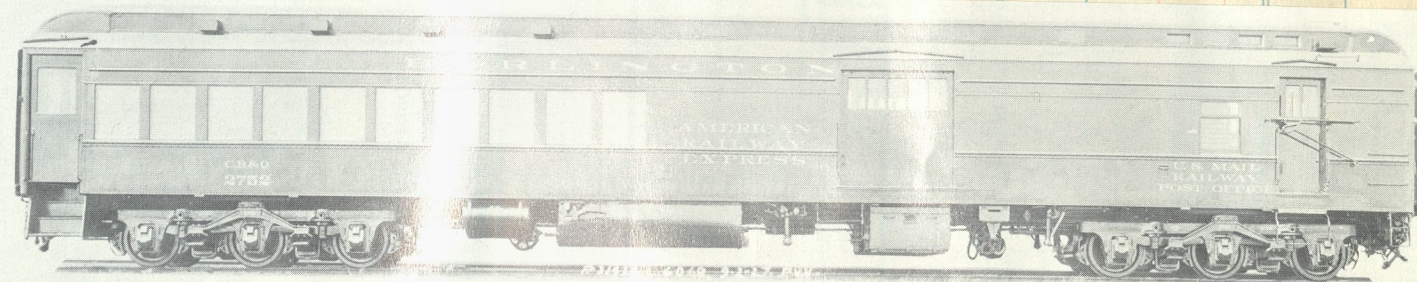
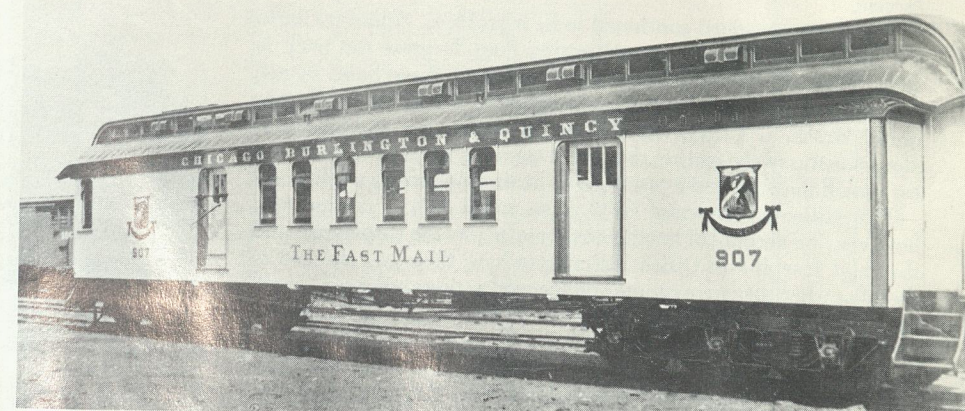
#3004 23

Handling the U S Mails took priority on the Burlington from the time of the first R P O service on the H&StJ in 1862. By 1867 some twenty nine cars were made up for moving mail. The NYC&HR-LS&MS started the fast mail train run in 1875. Similiar operation started on the Q March 11, 1884 and shortly became a symbol of Burlington service.



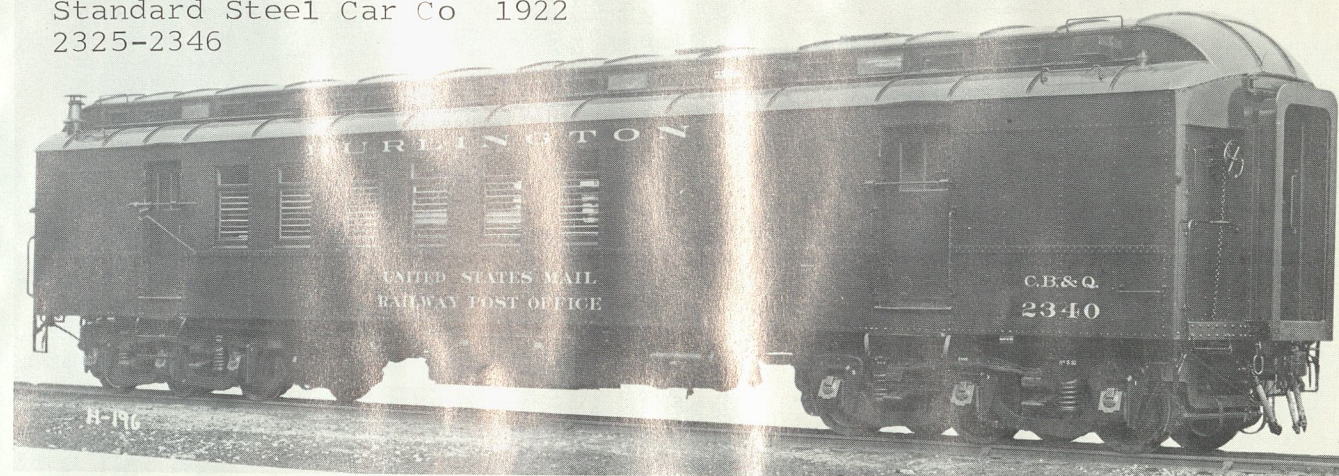
Above, an often-published and heavily retouched view of the *Fast Mail* with two 60' white RPO cars, taken about 1888. The locomotive, 4-4-0 78, had been built by the Q in 1884; it became class A-5 1078 in 1898, was renumbered 462 in 1904 and was retired in 1909. The first mail car is the 908, built at Aurora in April 1884 and apparently wrecked — common fate of many early mail cars — as it was replaced by a second 908 in December 1893. The other car, 914, was built at Aurora in May 1888, became the 2184 in 1904, was converted to baggage car 1321 in 1916 and was finally scrapped at Eola on June 3, 1952. — BN collection

At right is white RPO car 907, a sister of the 908 above. This 60' 9 1/2" car was turned out by the Aurora shops in April 1884, a month after the *Fast Mail* was inaugurated. It became the 2213 in 1904, was converted to baggage-mail car 1815 around 1915, and entered company service as the 250644 in 1930. — BN collection; original donated in 1932 by Jacob Krill to Aurora Historical Society

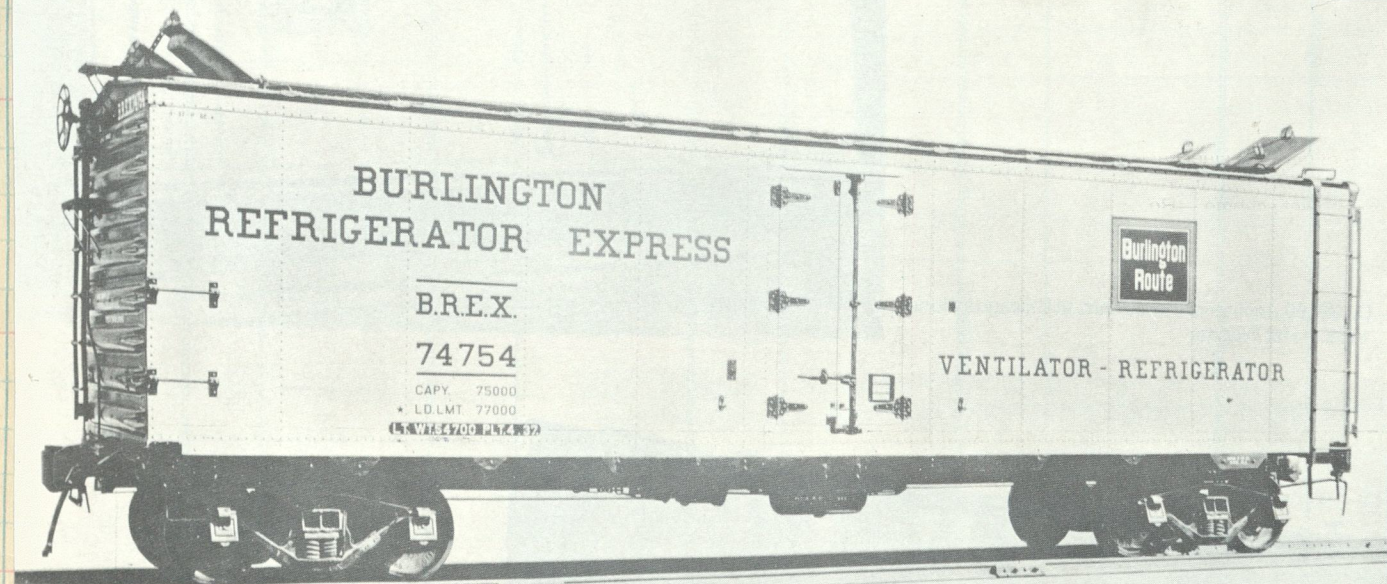


#2752, one of a kind, with 15' R P O. Blt by Pullman 1927

Standard Steel Car Co 1922
2325-2346



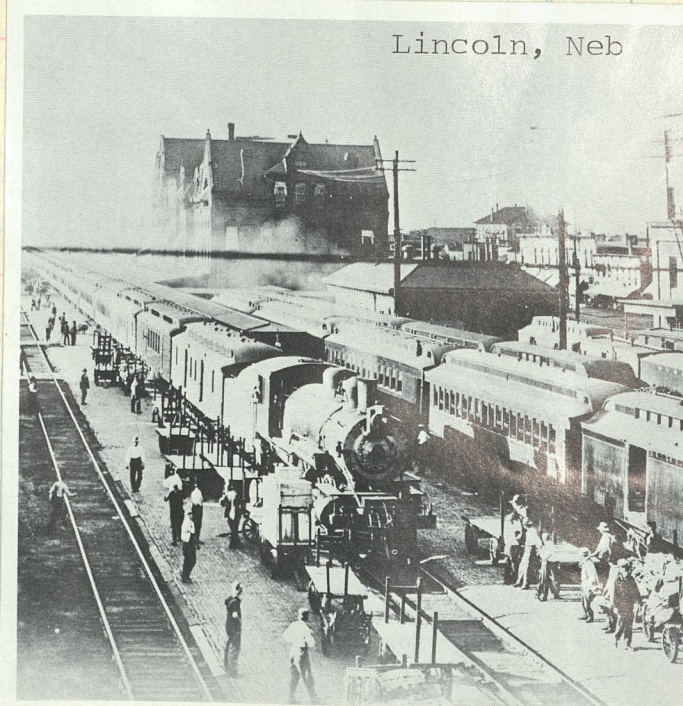
Ten wheeler 677 has the 28' RPO #2001 behind her tank at Galesburg in 1905.



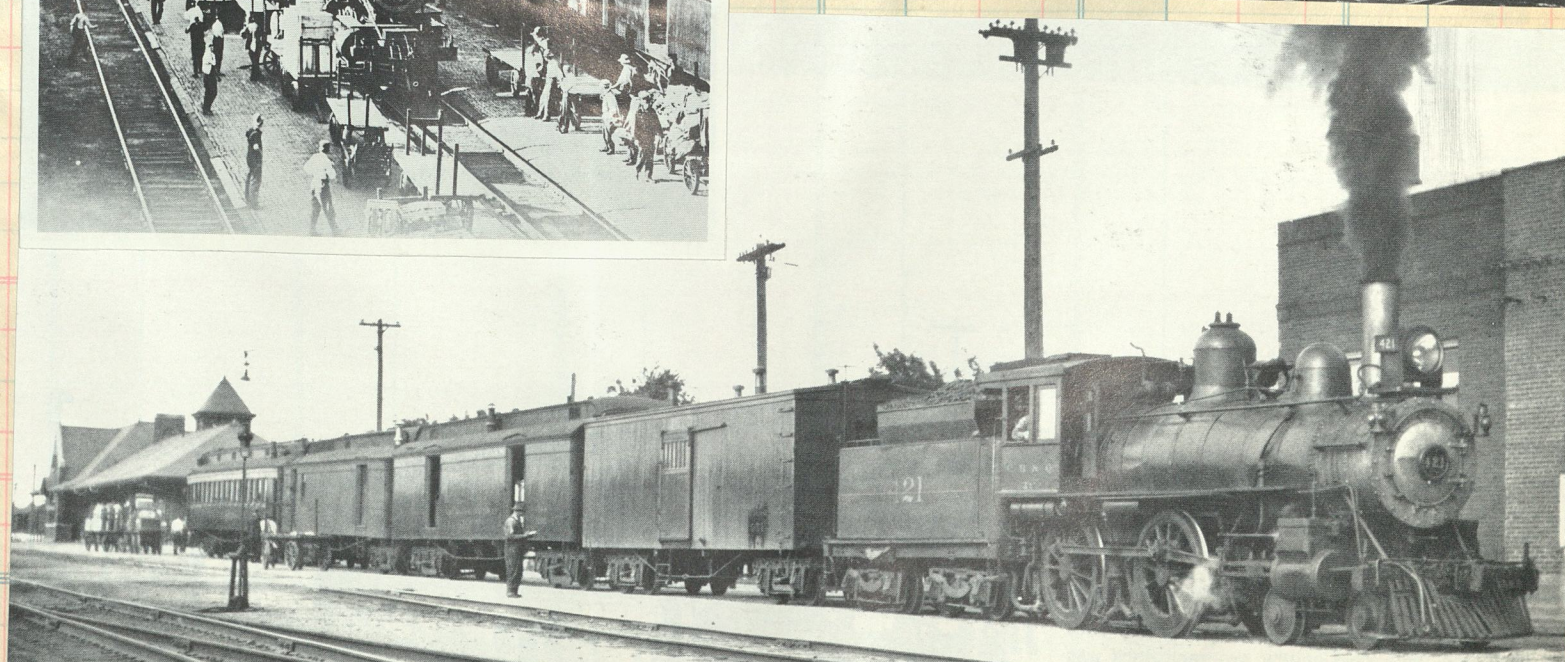
Blt at Plattsmouth-April 1937



Havelock shops 1941



Lincoln, Neb

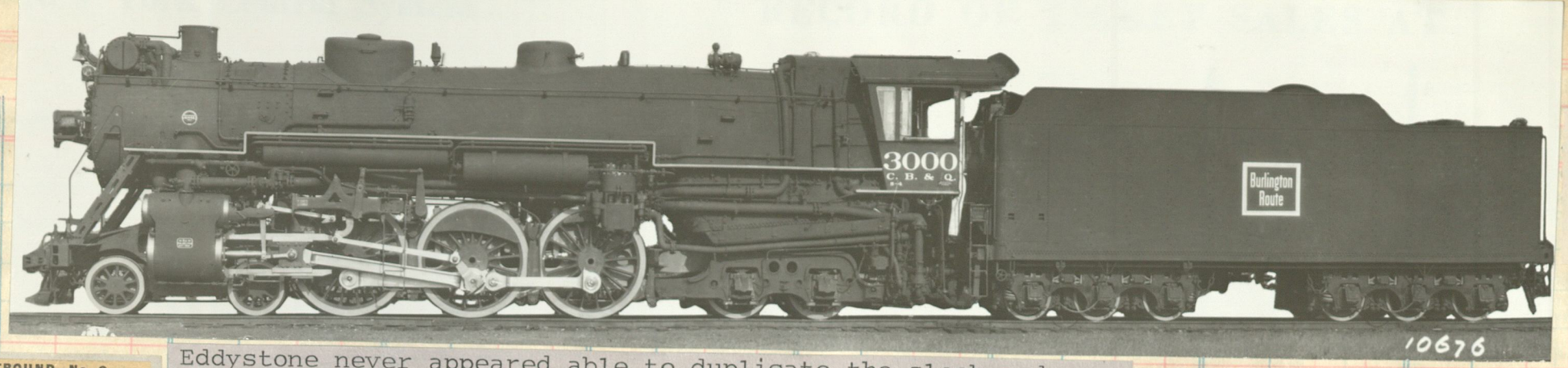


Class A-2 4-4-0 421 leads four-car train 159 out of the Union Pacific depot in Sterling, Colo., on the morning of July 27, 1927, on the start of the run to Cheyenne, Wyo. Behind the classic American is 37-foot milk car 951. Converted from an 1899 Aurora-built boxcar (CB&Q 30701), it briefly carried a reefer number, 39901, before being placed in the passenger number series about 1906. The car was scrapped at its birthplace in December 1931.

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.

Trn #9, the ARISTOCRAT, storms down the three track main line outside of Chicago.

This was a Burlington P/R photo used in the early Thirties.



Cylinders	25" x 28"
Steam pressure	250 lb.
Heating surface	4247 sq. ft.
Superheating surface	1830 sq. ft.
Grate area	87.9 sq. ft.
Drivers, diam.	78"
Weight on drivers	207,730 lb.
Weight, total engine	391,880 lb.
Tractive force, engine	47,700 lb.
Tractive force, booster	11,700 lb.



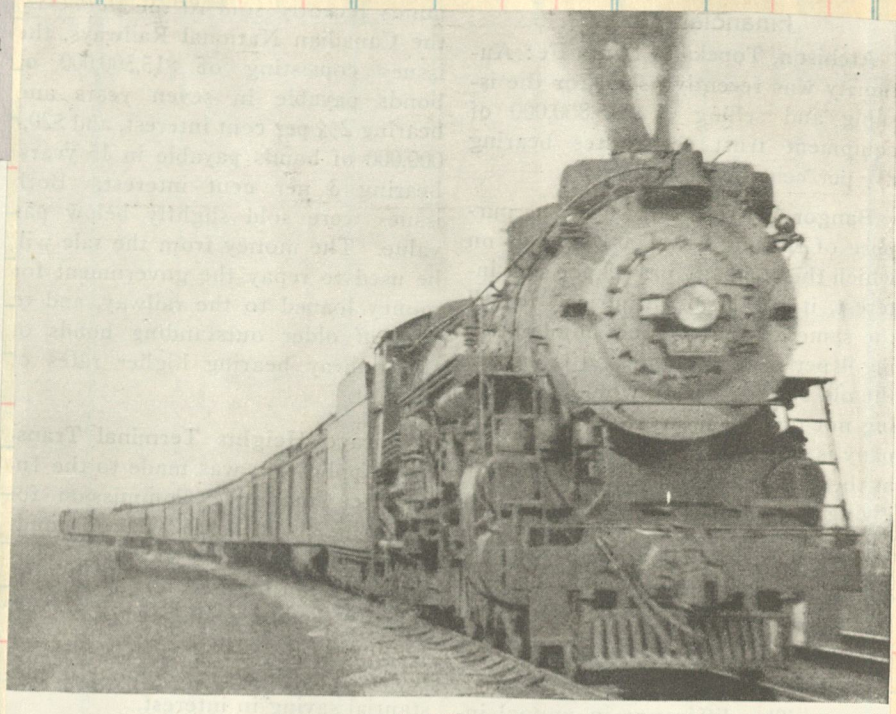
WESTBOUND—No. 9.
Observation-Lounge Car AC
Chicago to Denver.
Sleeping Cars AC—Chi. to Den-
ver-San Francisco. (Table A.)
D.R. Compts., Secs.
Tourist Sleeping Car—Chicago
to San Francisco—Sections,
(Table A.)
Dining Car AC—For all meals.
Chair Car AC—Chic. to Denver.

Eddystone never appeared able to duplicate the sleek and graceful designs of power built by ALCO. Baldwin engines had, invariably, solid "masculine" features which is apparent in this print of the 3000. However, this never detracted from their performance and these 4-6-4's turned in both remarkable and reliable service for the C.B. & Q. 3000-3011 [c/n 61445] Baldwin 1930 Class S-4.



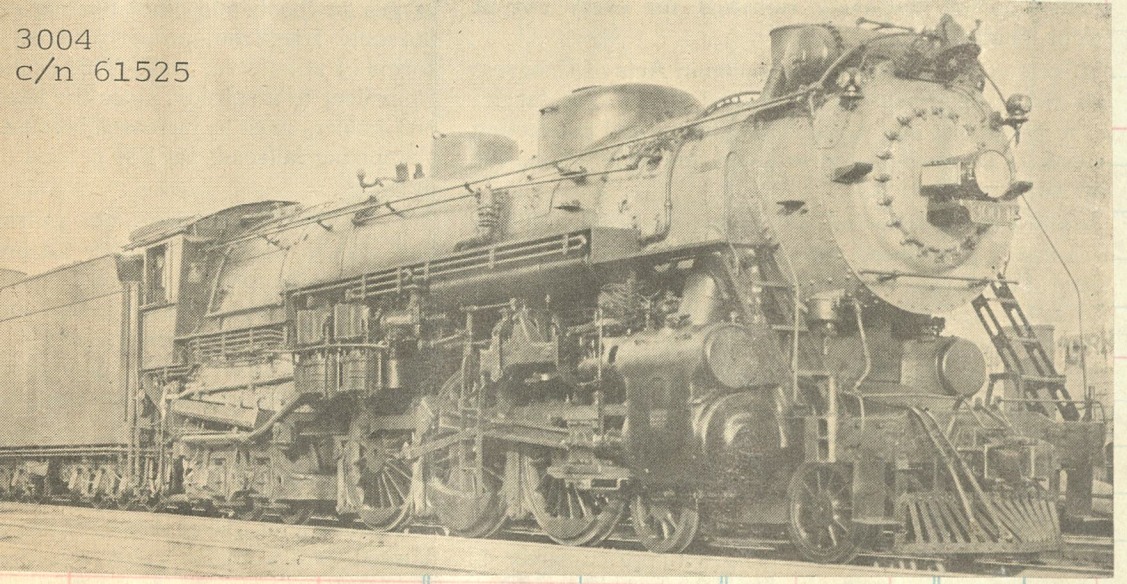
Bernard Corbin, Red Oak, Ia.

The Aristocrat whisks haughtily through Red Oak.

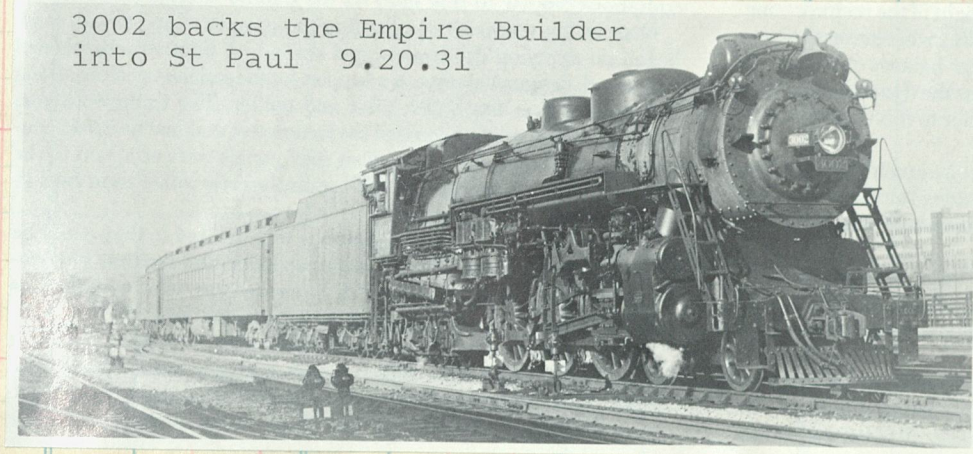


THE ARISTOCRAT

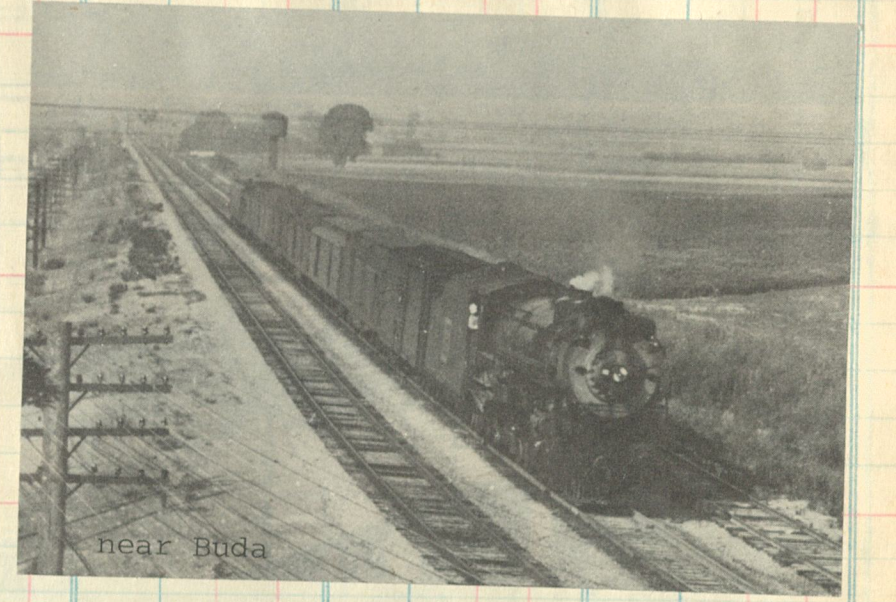
Engine 3008 climbing a grade in Iowa with one of the Burlington's famous passenger trains, The Aristocrat. Brother T. M. Kenworthy, Div. 642, was at the throttle, according to Brother J. E. Sheppard, S-T. Div. 642, who sent us the picture.



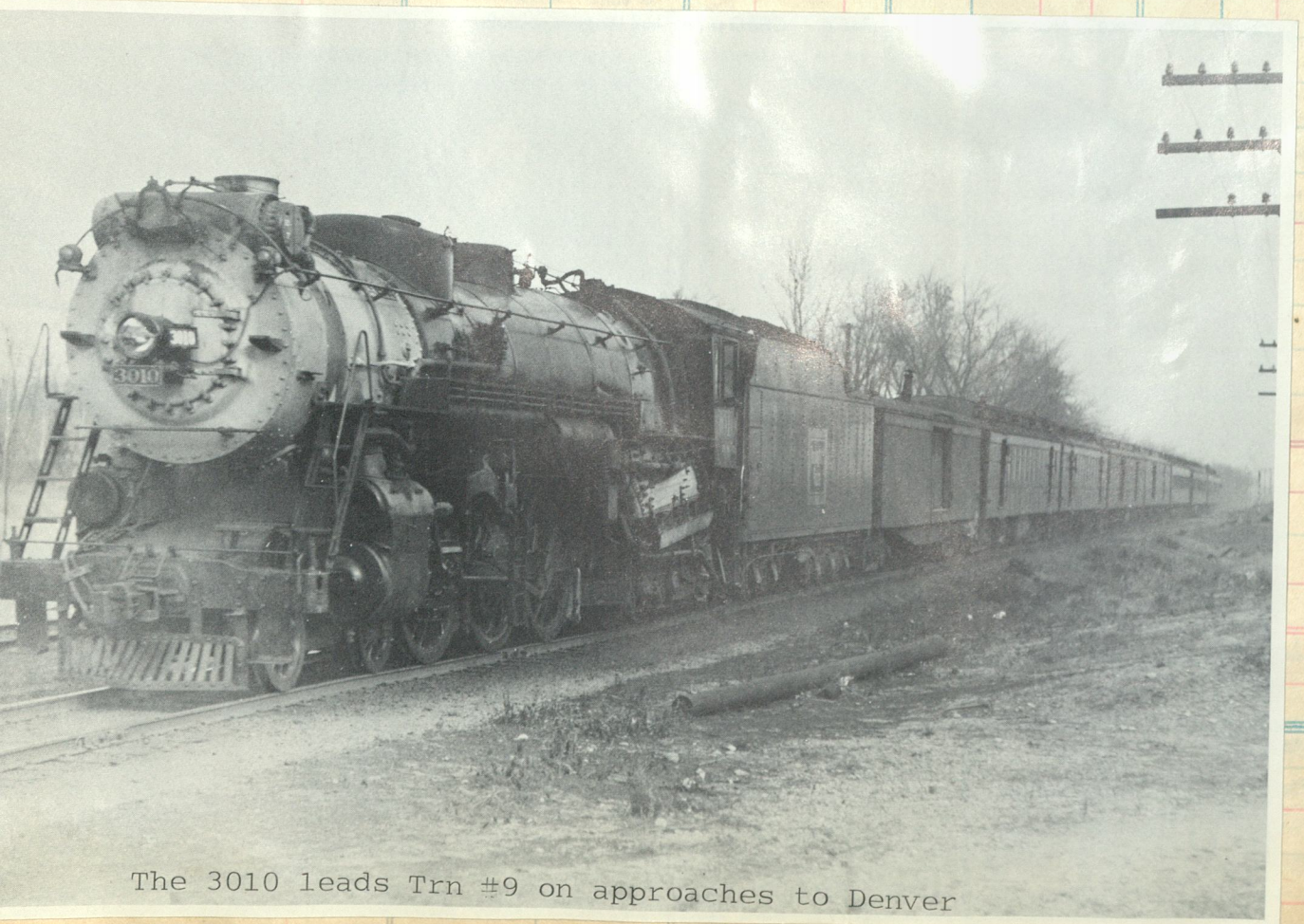
3004
c/n 61525



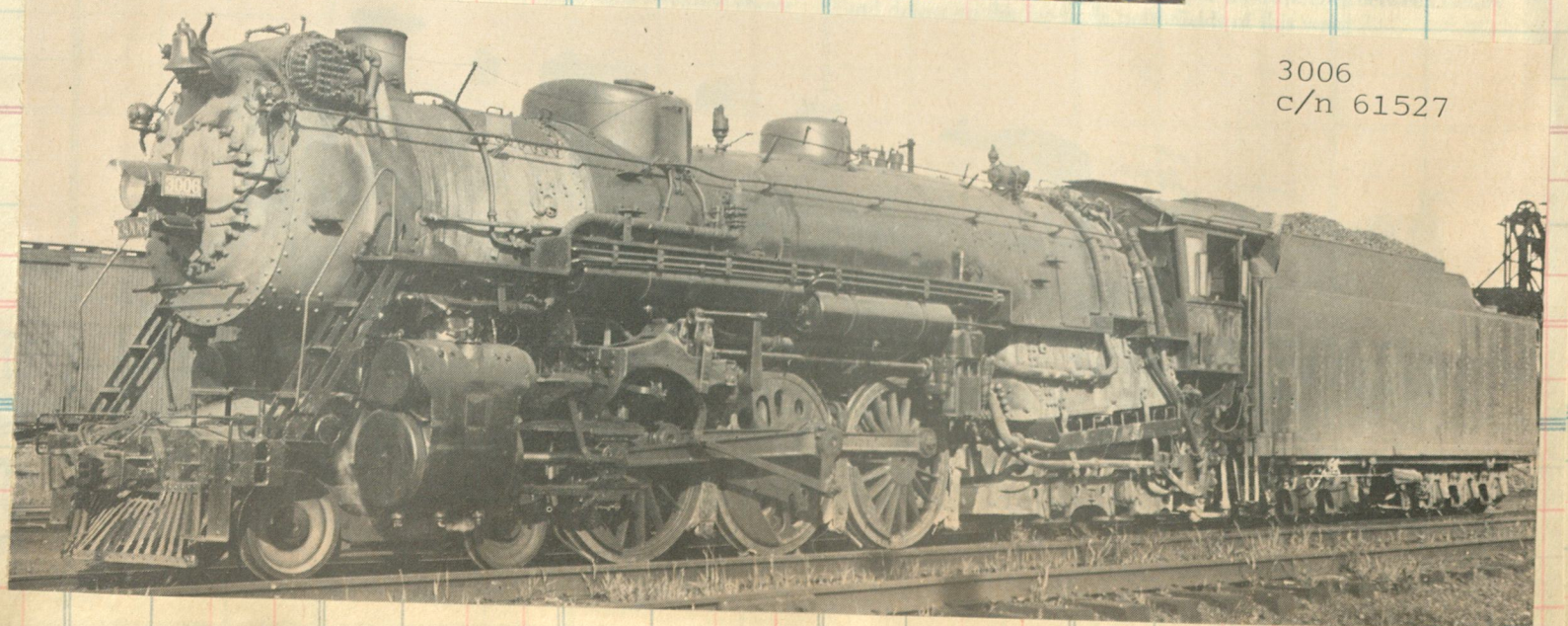
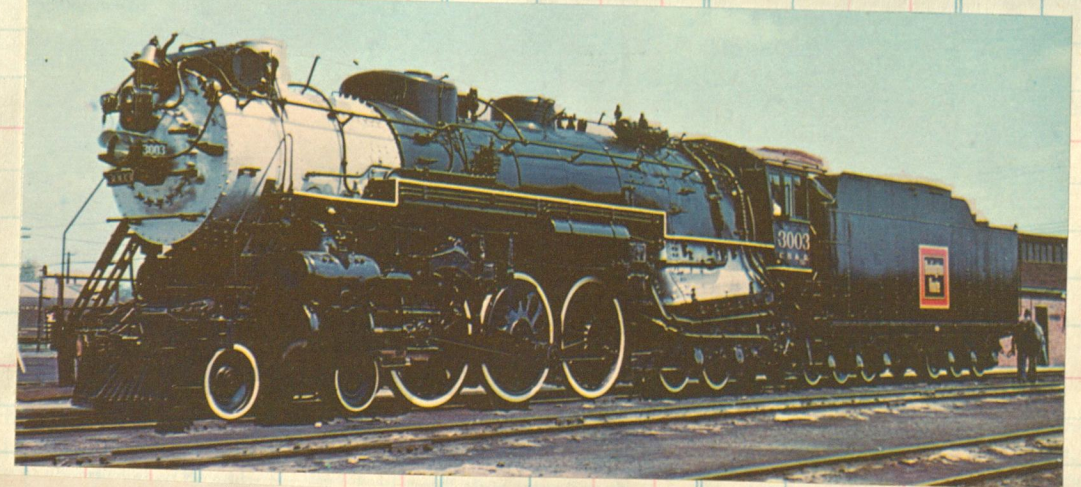
3002 backs the Empire Builder into St Paul 9.20.31



near Buda

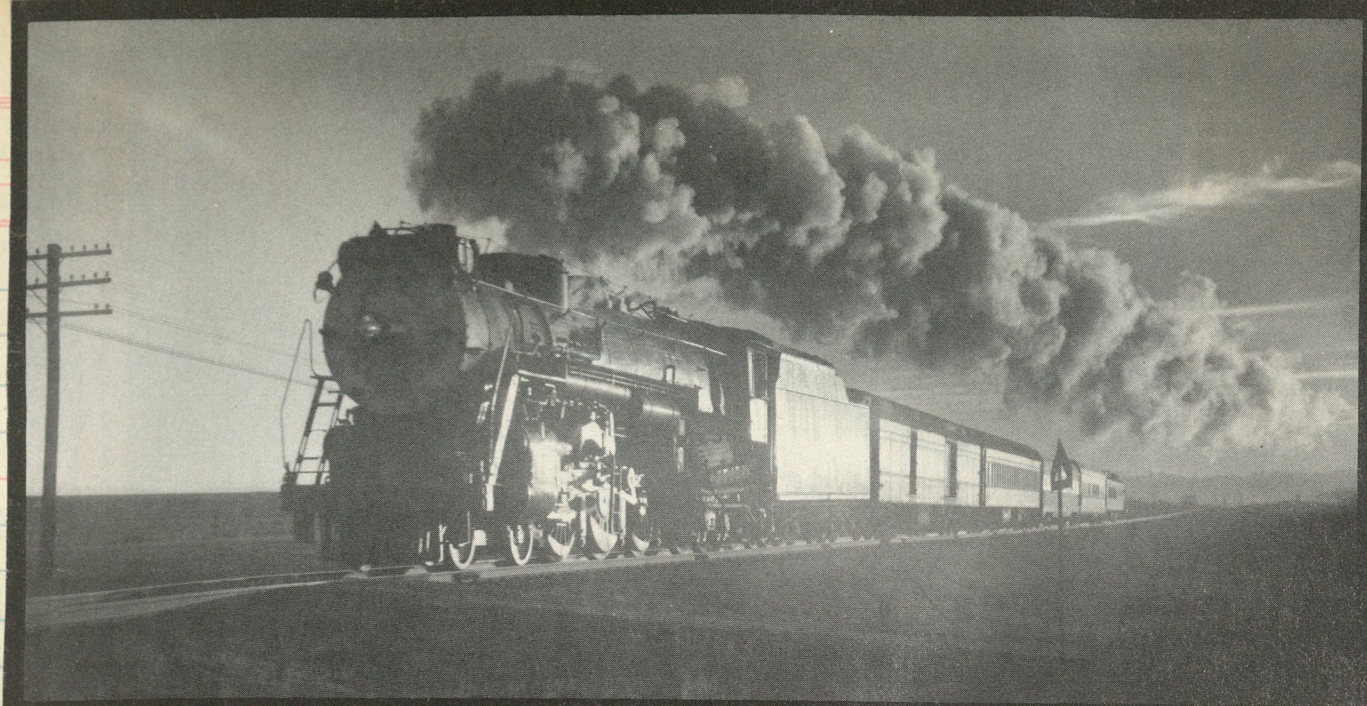


The 3010 leads Trn #9 on approaches to Denver



3006
c/n 61527

Clos. No. Sold



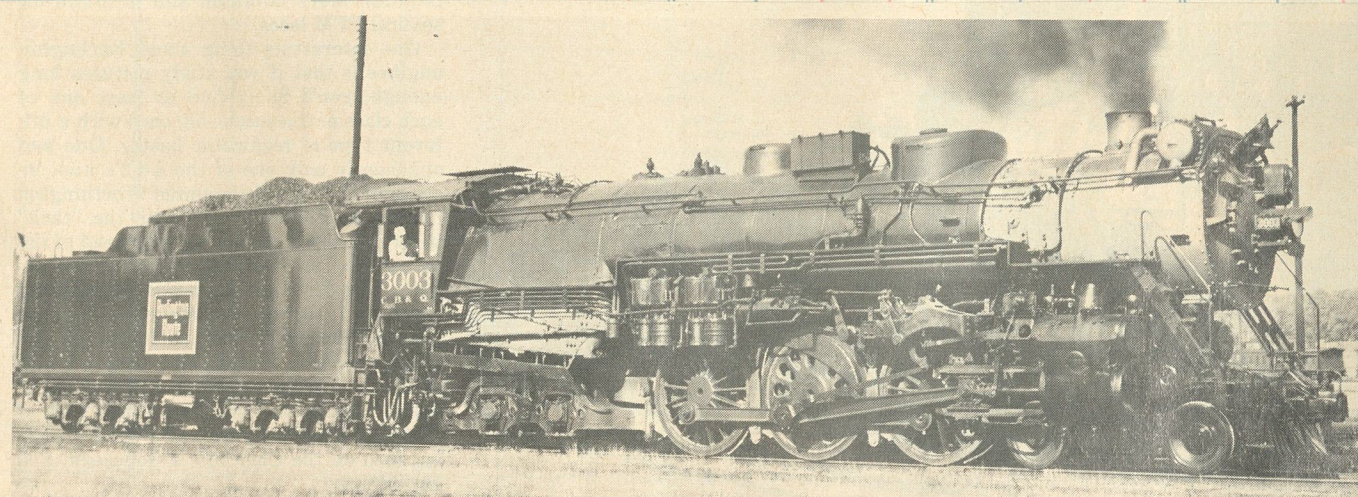
DECEMBER 7, 1941—Burlington 4-6-4 3003 with No. 2, the *Missouri Flyer*, at 60 mph east of Derby, Colo., on the day of infamy.

Clos.

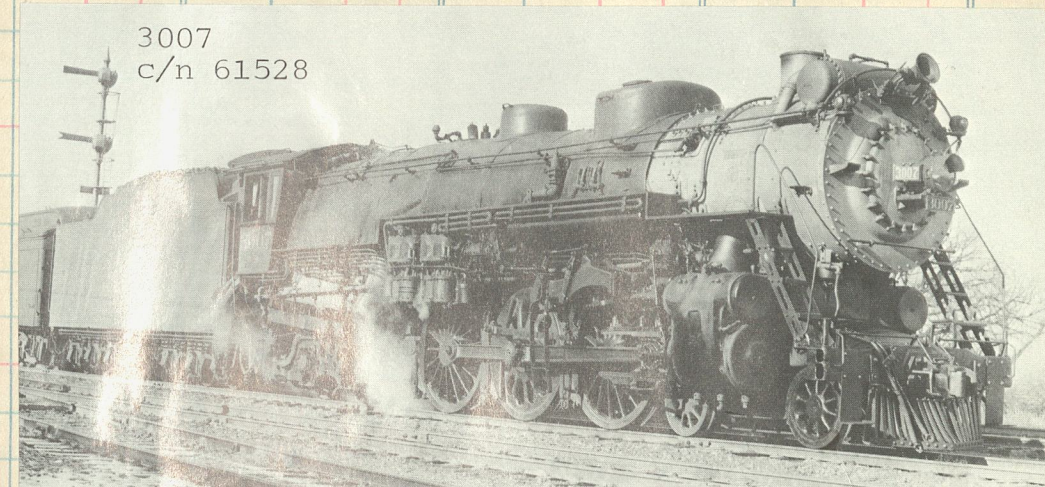


The 3003 with a 15 car excursion at Fountain City, Wis. Sept 29, 1957

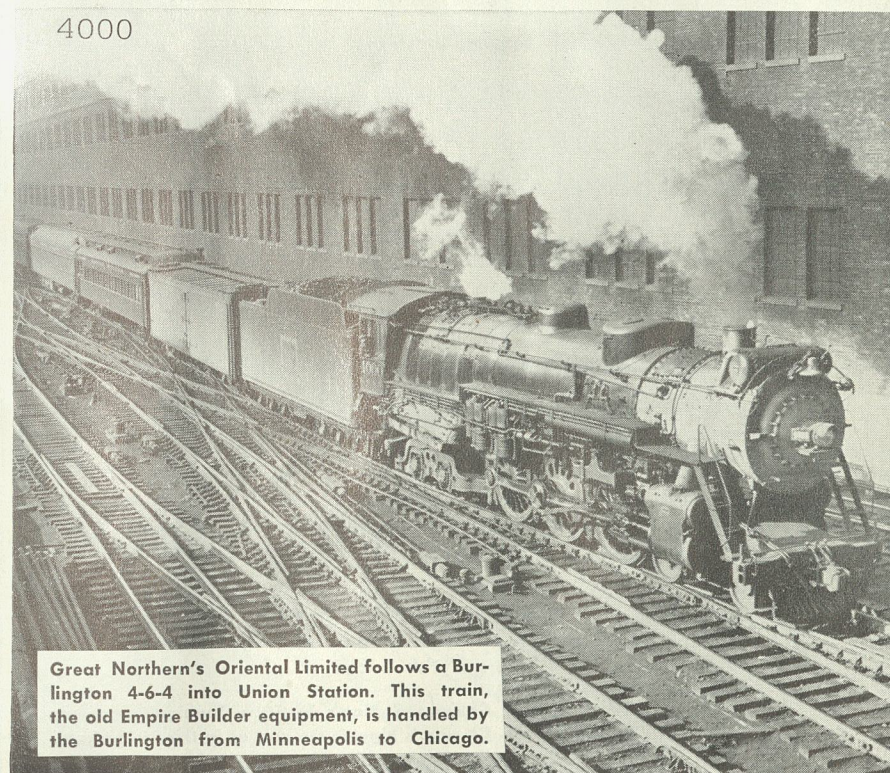
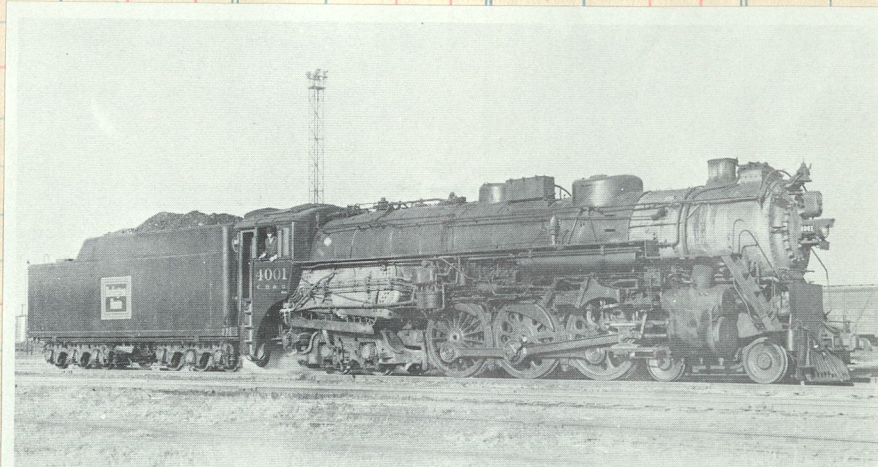
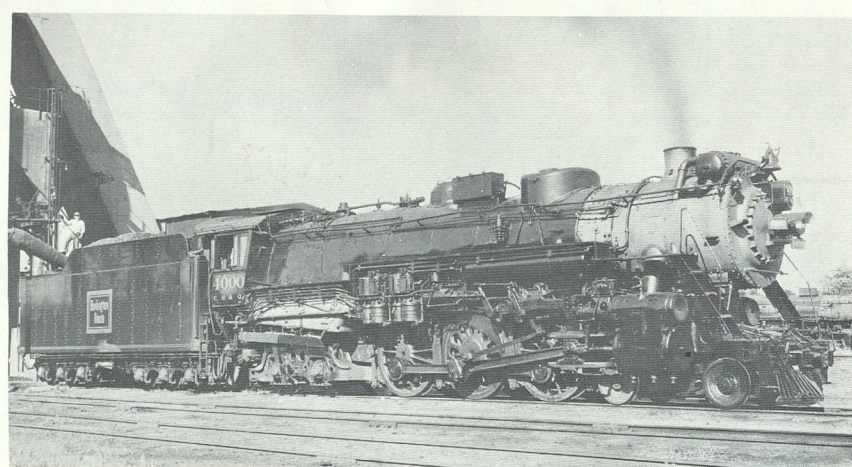
Amount Clos. No. Sold Amount



51

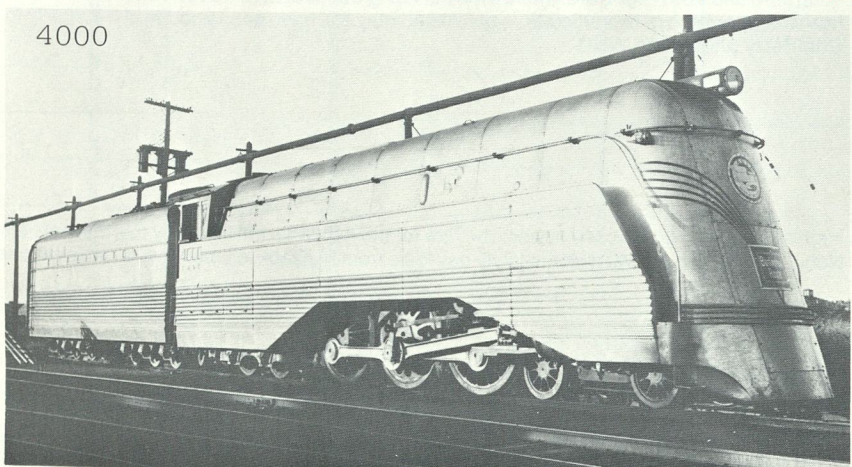


3007
c/n 61528

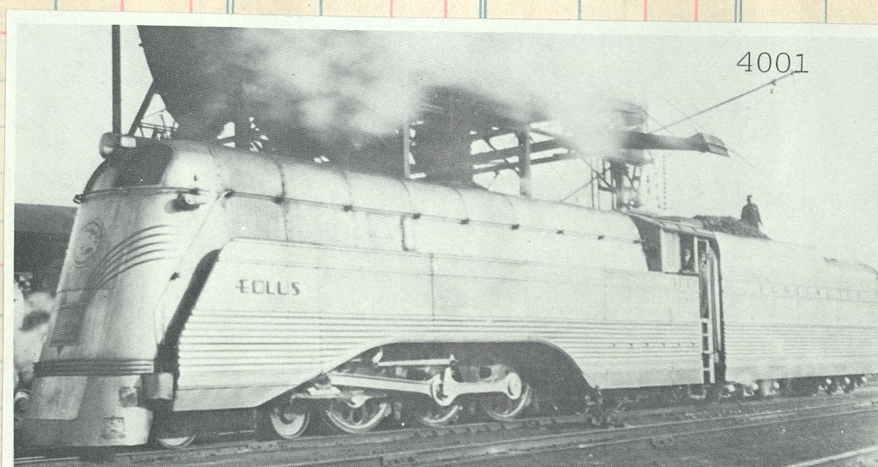


4000

Great Northern's Oriental Limited follows a Burlington 4-6-4 into Union Station. This train, the old Empire Builder equipment, is handled by the Burlington from Minneapolis to Chicago.

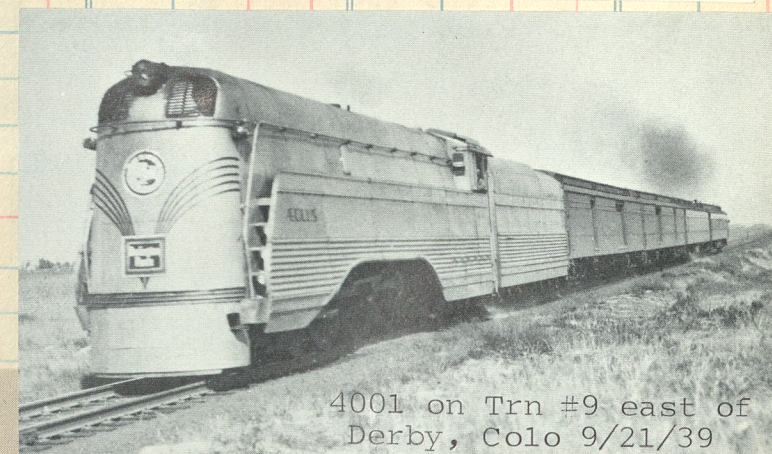


4000

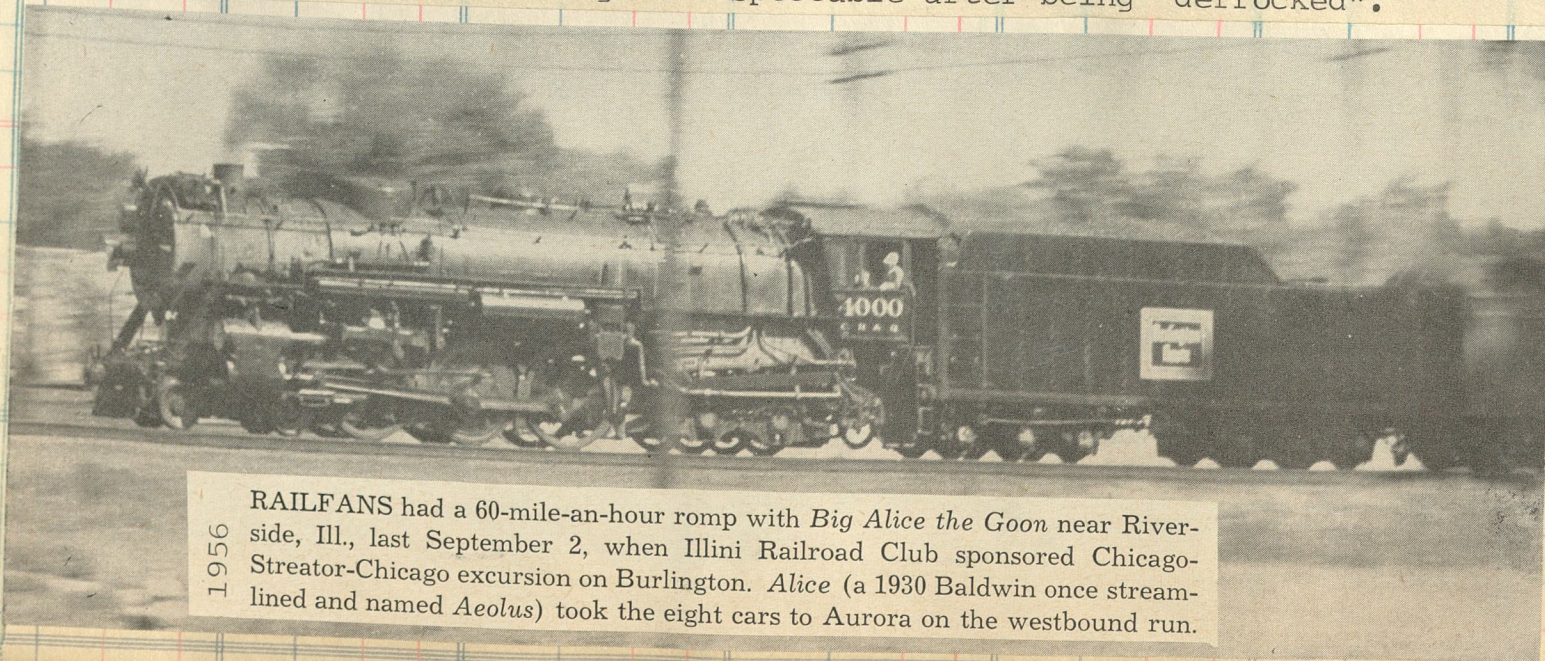


4001

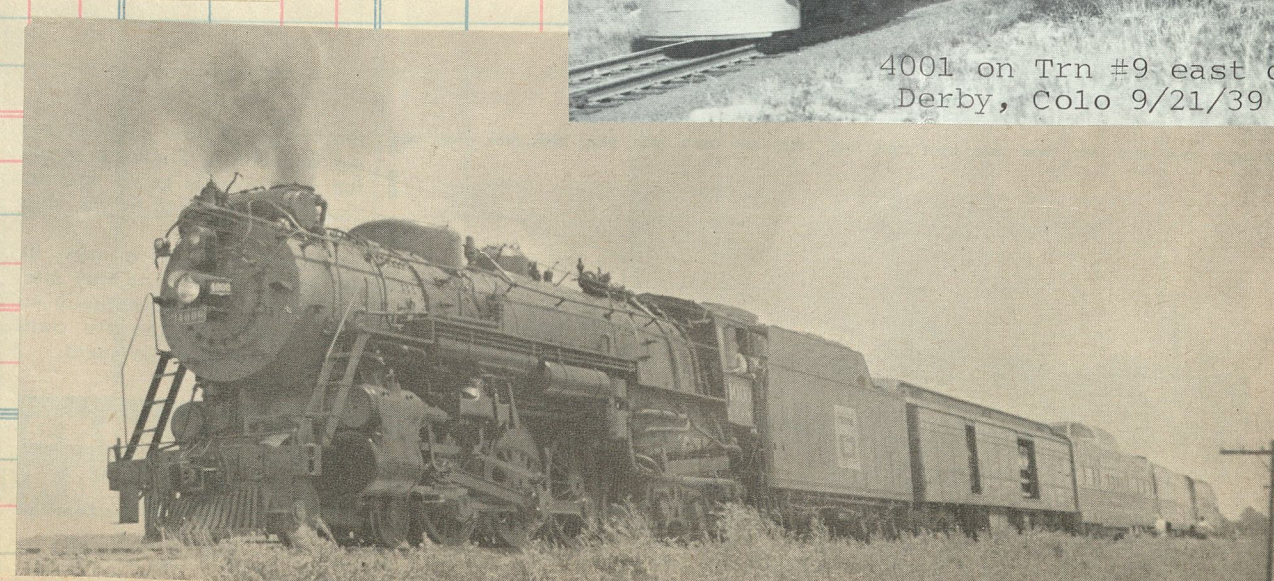
The Q's contribution to the absurd "streamlining" fad. The 4000, ex 3002, was rebuilt in 1937. #4001 erected at West Burlington shops 1938. The "bathtubs" did nothing to improve performance and their appearance was again respectable after being "defrocked".



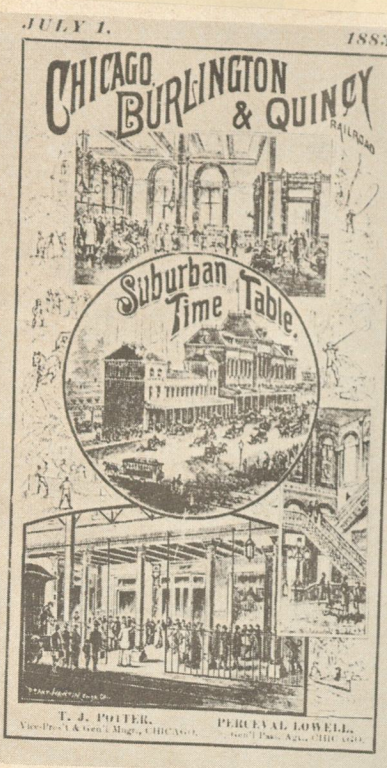
4001 on Trn #9 east of Derby, Colo 9/21/39



1956
RAILFANS had a 60-mile-an-hour romp with *Big Alice the Goon* near Riverside, Ill., last September 2, when Illini Railroad Club sponsored Chicago-Streator-Chicago excursion on Burlington. *Alice* (a 1930 Baldwin once streamlined and named *Aeolus*) took the eight cars to Aurora on the westbound run.



A FAVORITE with rail enthusiast groups [see page 22], *Big Alice the Goon* wheeled a train of streamlined coaches and domes on a Chicago-Galesburg round trip for the Railroad Club of Chicago in July 1956. The 4000 stops for photos on Burlington's branch line to Denrock.



The 19th century suburbanite

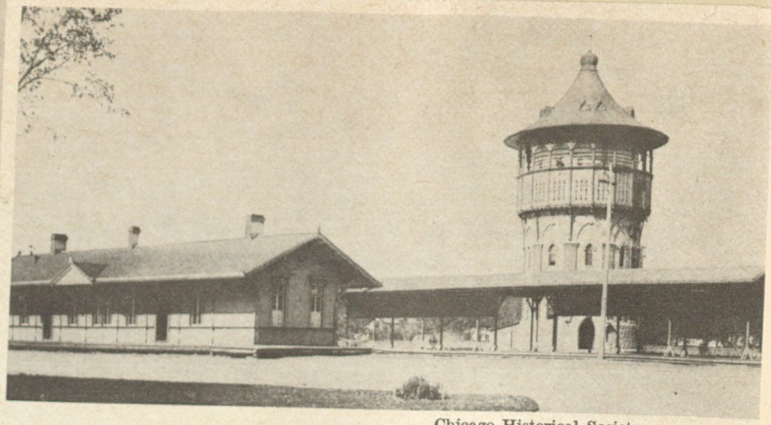
the good life in suburbia

REAL ESTATE developers had an enthusiastic in the passenger department of the Burlington road. A booklet published about 1895 entitled "Chicago Suburbs on the Chicago, Burlington & Quincy R.R." featured a handsome color cover depicting a couple relaxing in an idyllic forest glen and lined sales copy not entirely subtle. Introductory paragraphs hinted at what was to come: "out of reach of the smoke and grime and dust, yet completely in touch with the city, are hundreds of beautiful homes along the Chicago, Burlington & Quincy Railroad. Nearly all the suburban districts in which these homes are located are, in point of time, nearer to the business of the city than Lake View, Hyde Park, Englewood, Holstein, or Humboldt Park. Trains that run to and from them during the day and night carry their passengers to and from business much more pleasantly and more quickly, and always more promptly than residents within the city are carried with the distance on the streetcars."

railroad station was often the center of town. At Hinsdale it served as church and city hall. The stationmaster and his wife lived in the second story. On Sundays she wheeled her prized piano out from under the freight house and, together with the village choir, provided music for church services.

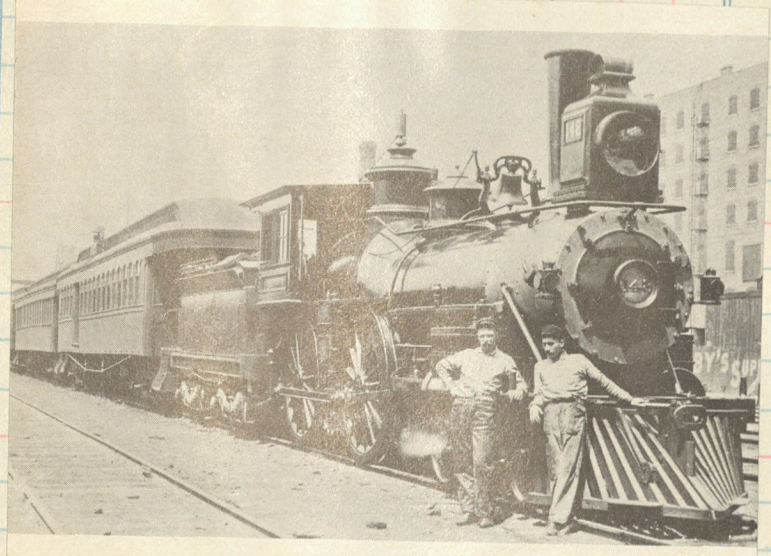


The 1309 with her boys and train at Riverside in 1903. Bt at Aurora in 1879 as CB&Q #309. Renamed 1309, 226. Retired in 1910

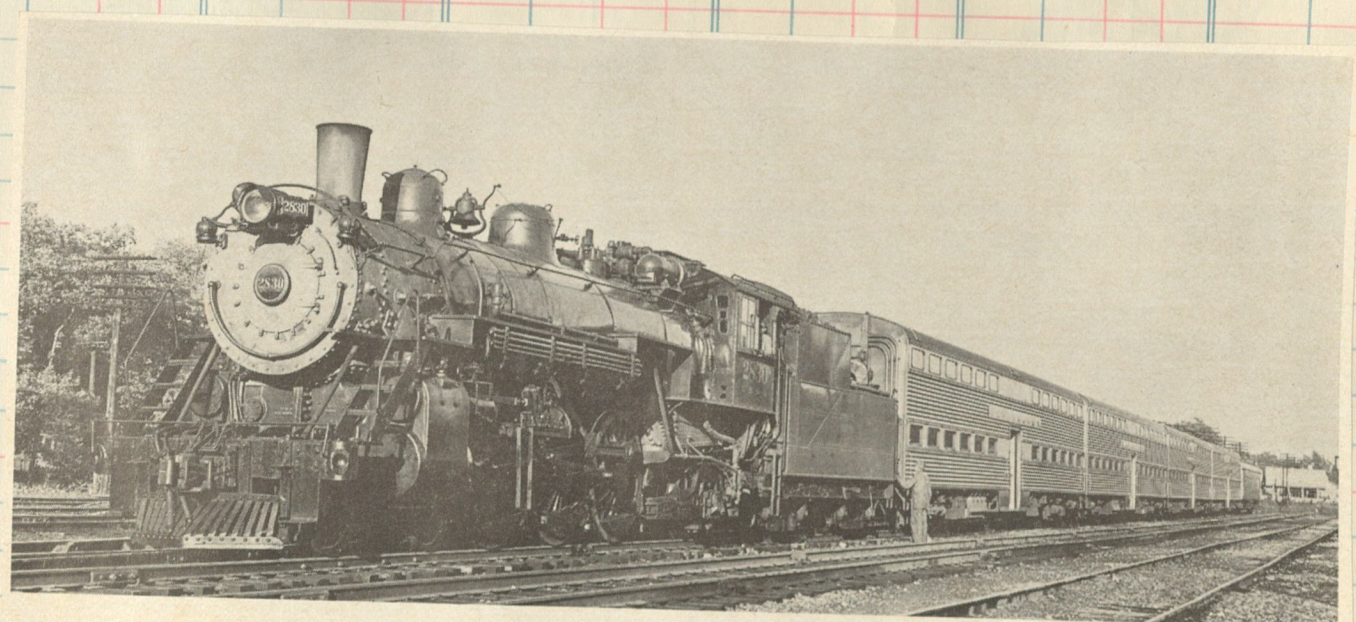


Chicago Historical Society.
Riverside station and water tower served one of the first preplanned U. S. residential towns, established in 1866 by Riverside Improvement Company which spent 1.5 million dollars and reportedly netted 7 million.

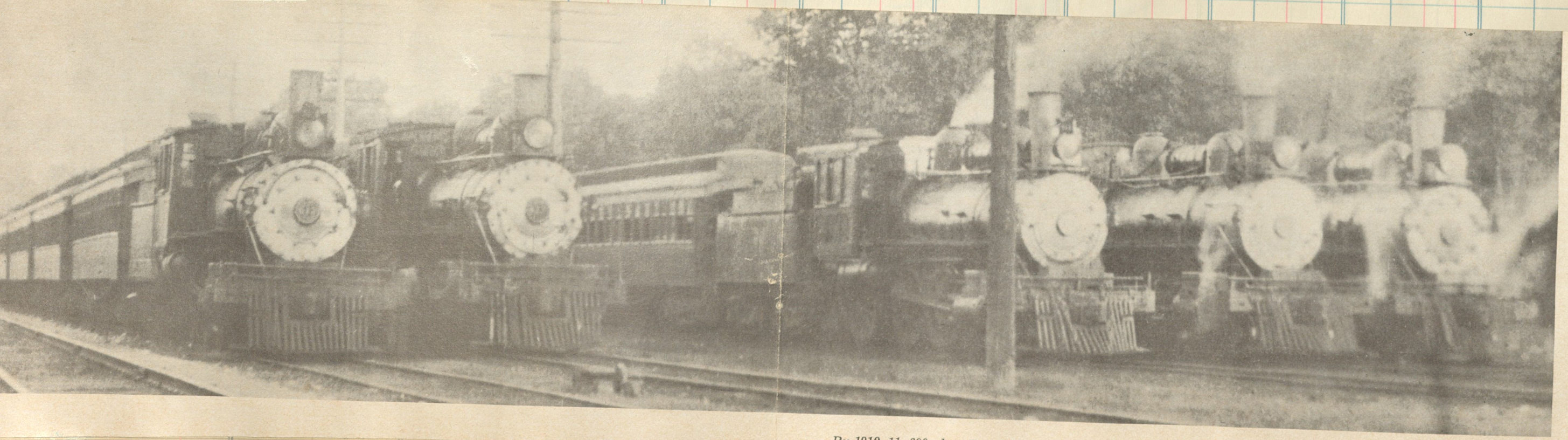
STATIONS.	
[1883]	
Laurel	
Central Depot	
Van Buren St.	
Indiana Ave.	
Union Depot	
Chicago Stat'n	
Blue Island Av.	
C.C. & I.C. Cr'g	
Douglas Park	
Millard Ave.	
Crawford	
Hawthorne	
Clyde	
La Vergne	
Riverside	
Lafayette	
Stone Av	
Western Spg's	
Highlands	
Hinsdale	
Stoughton	
Clarendon Hills	
Burlington Hts	
Gregg	
East Grove	
Downer's Grv	
Lacton	
Lisle	
Naperville	
Eola	
Aurora	
Arrive	



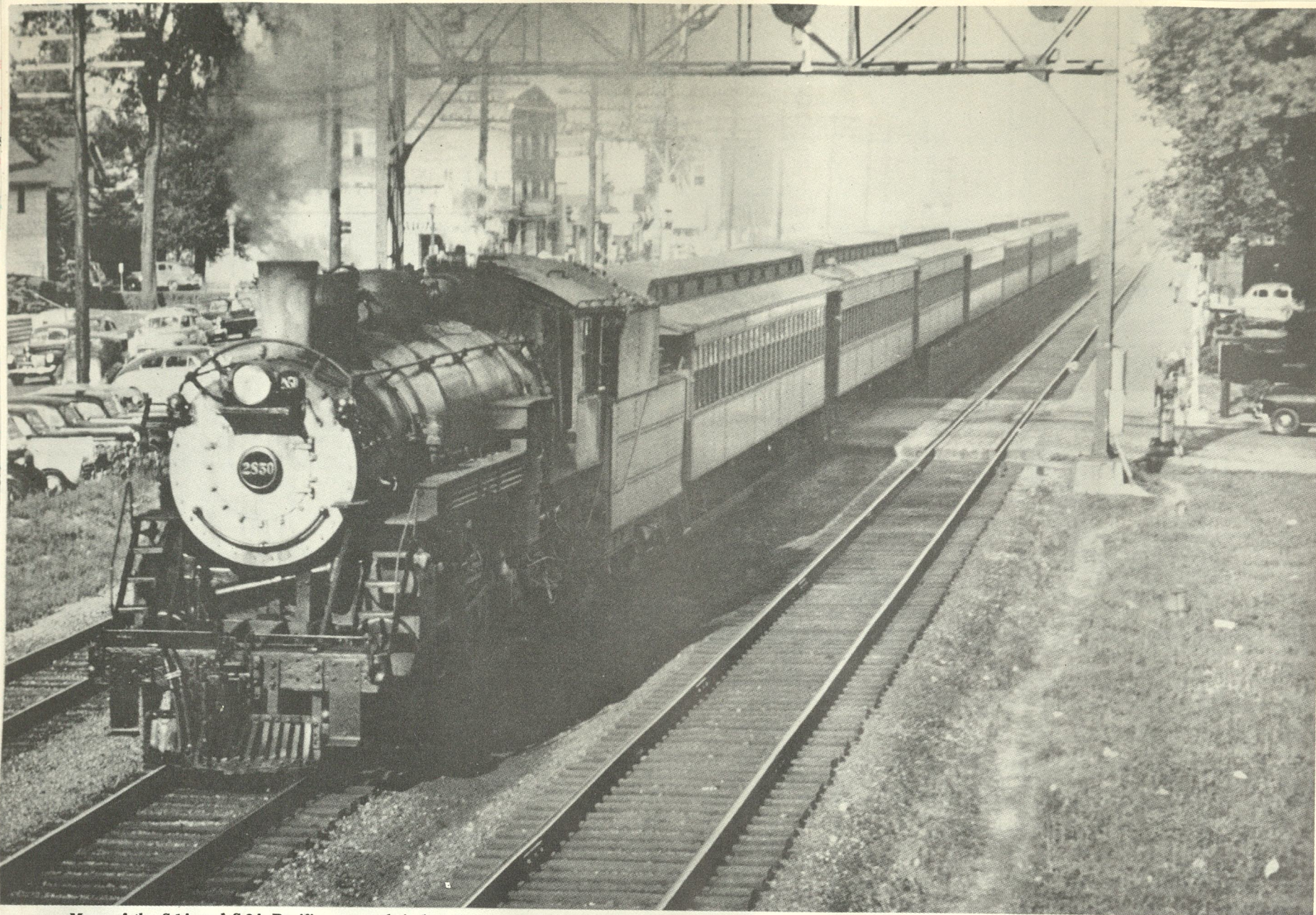
Collection of Bernard Corbin.
Engineer Ty Johnson and Fireman Joe Shambo relax at the front of No. 148 (built at West Burlington shops, 1887) before loading commuters at old Union Station.



Ray W. Buhrmaster.
September 26, 1952, marked the last day of operation of the Downers Grove suburban yard as well as the final day of steam operation of suburban trains. Here, Pacific 2830 pulls four new gallery cars and a power car.

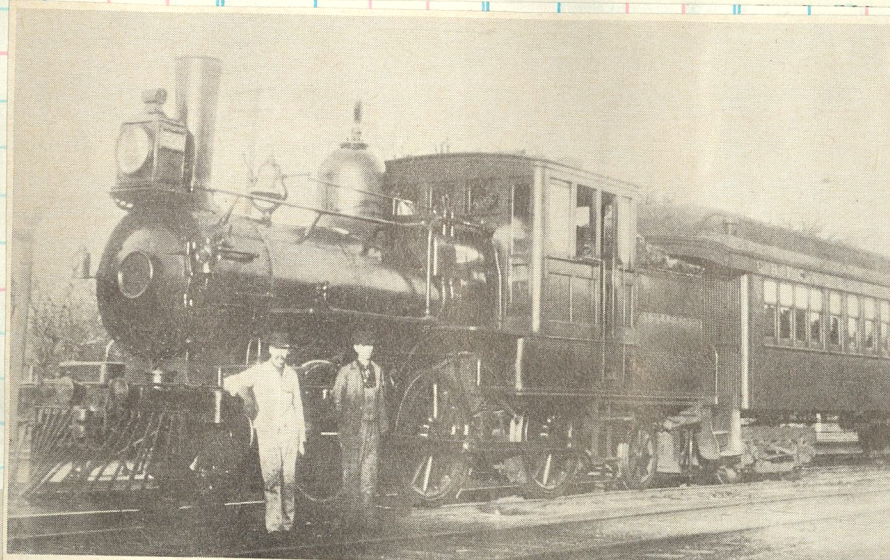


By 1910-11, 600-class Ten-Wheelers had taken over suburban runs. Here trains await assignments at Downers Grove. Bernard Corbin collection.



Many of the S-1A and S-2A Pacifics spent their last days in suburban train service between Aurora and Chicago, Ill. No. 2850 heads a westbound train through La Grange, Ill. on a warm August day in 1949. Those 8 early-vintage, open-platform coaches have vanished from the railroad scene along with the veteran 4-6-2.

CB&Q depot at LaSalle and New York streets in Aurora was built in the '60's and remained in service until 1922.

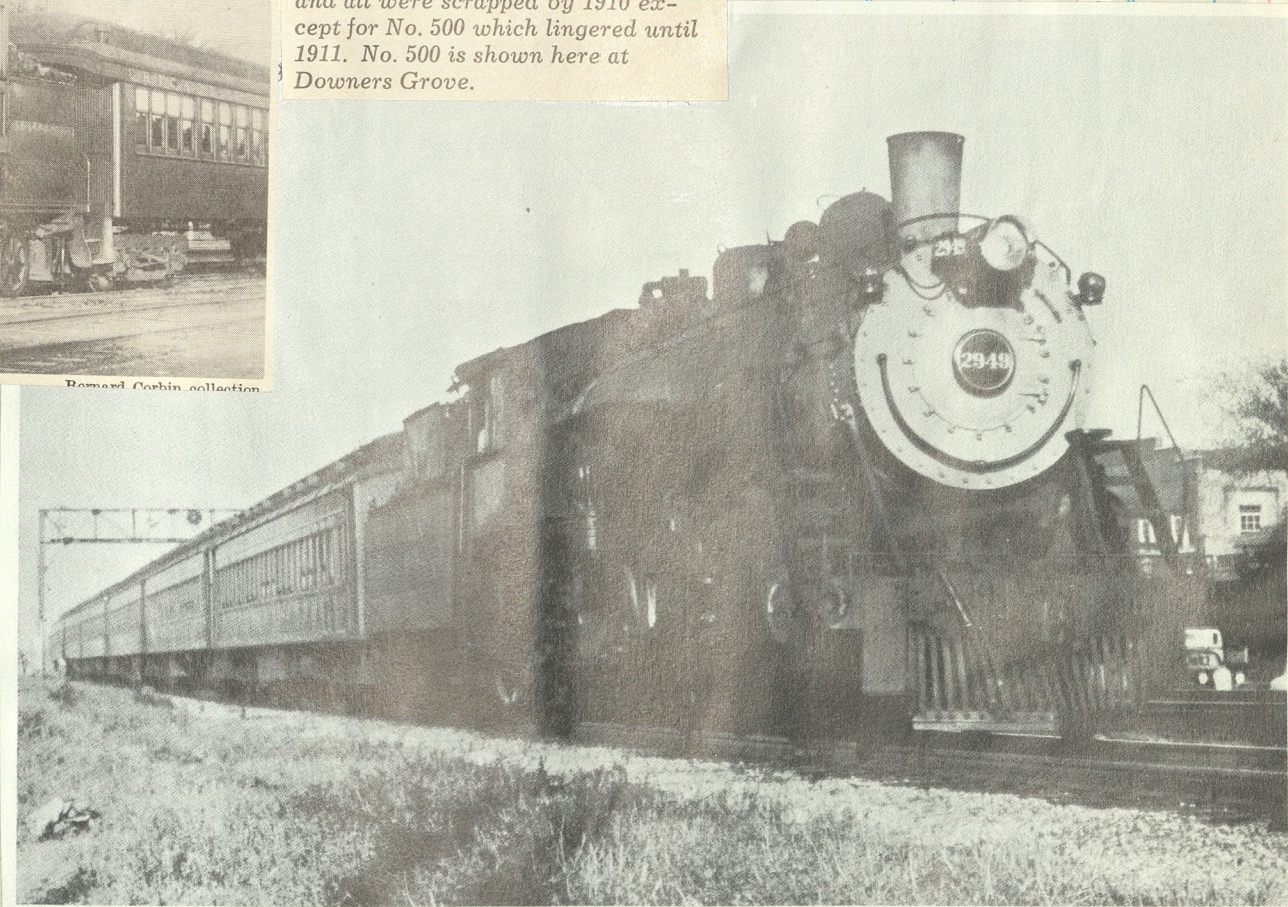


Remond Corbin collection

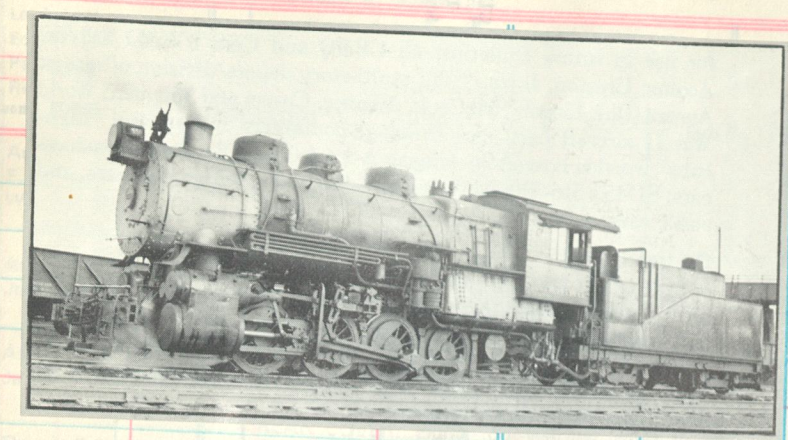
Between 1889 and 1893, the Aurora shops built five 0-6-0T suburban engines, Nos. 500-504. They were no match for the speedier Ten-Wheelers and all were scrapped by 1910 except for No. 500 which lingered until 1911. No. 500 is shown here at Downers Grove.



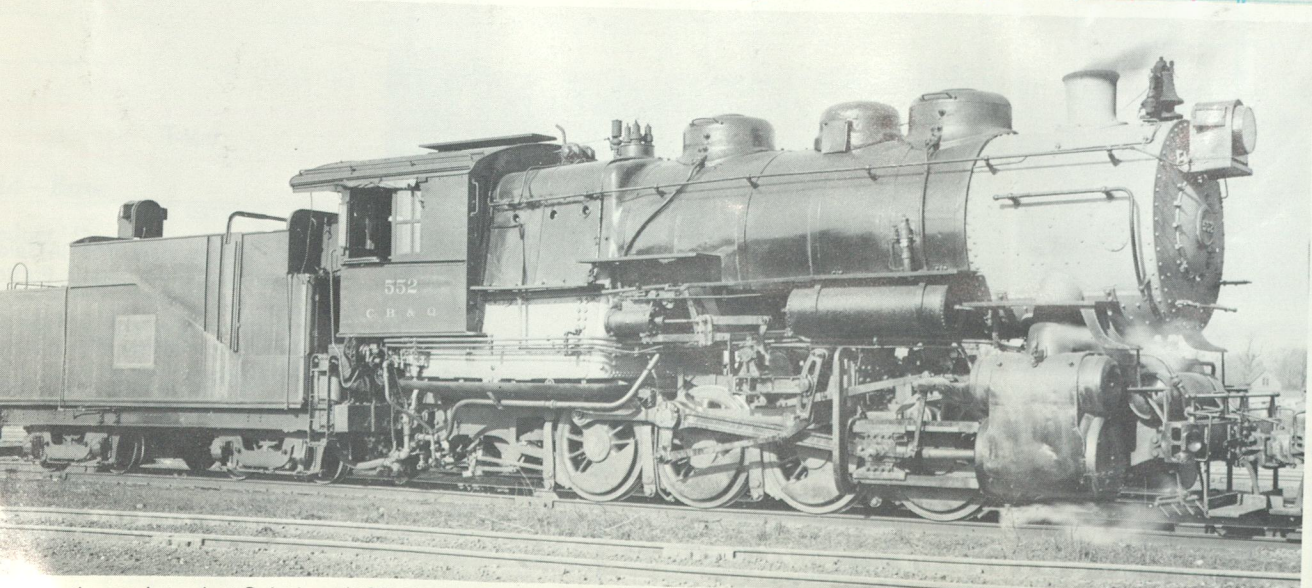
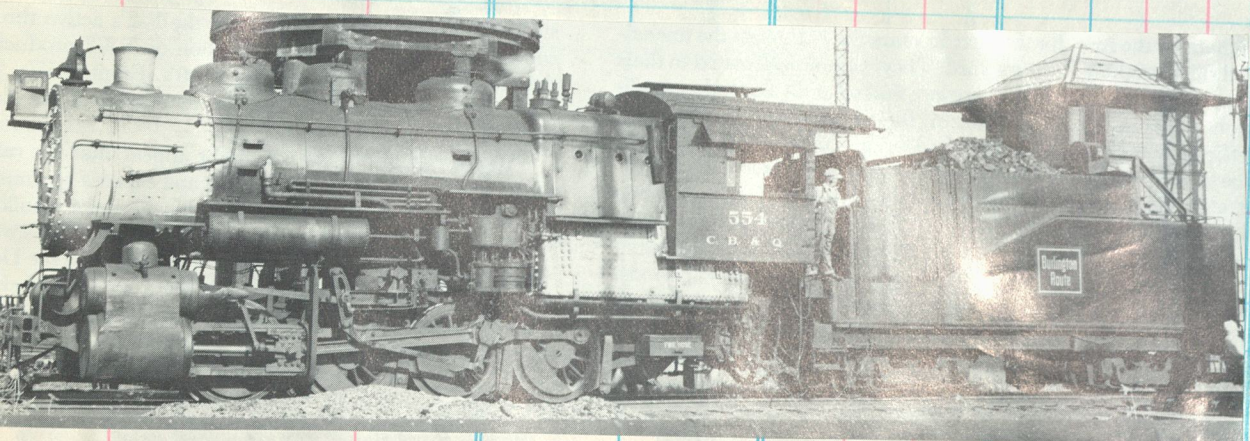
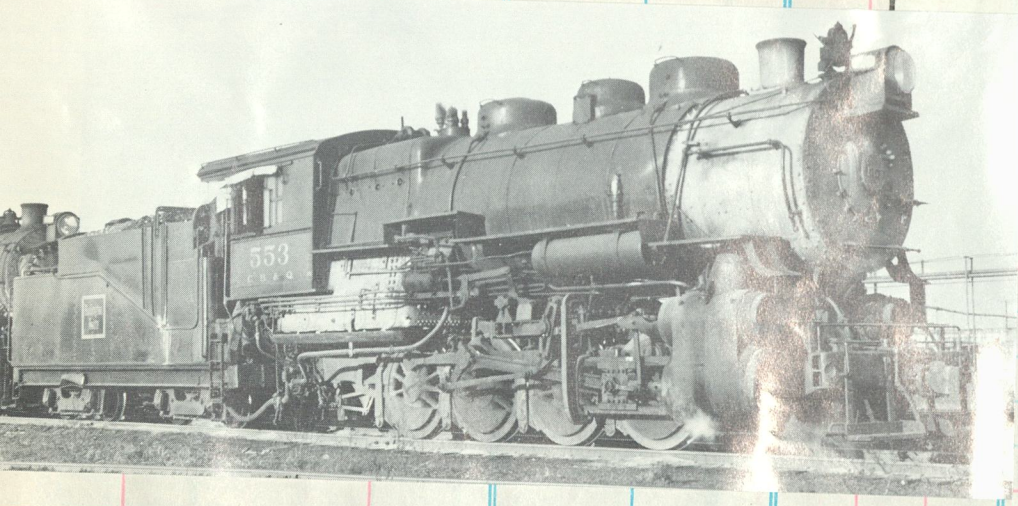
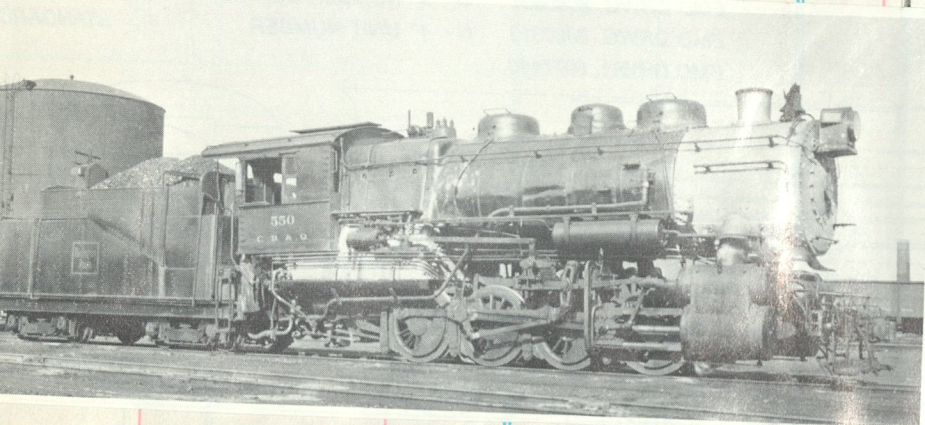
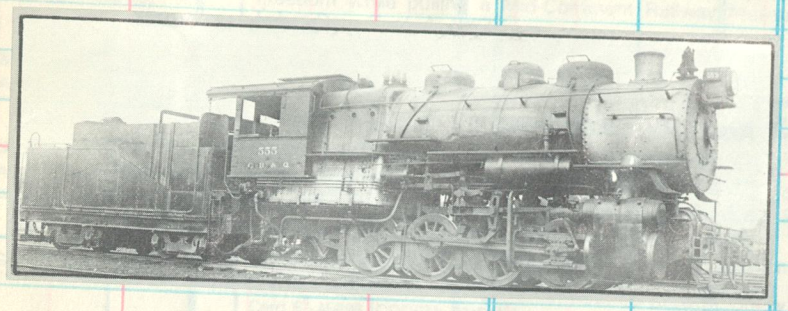
Pacific 2935 with a cargo of commuters at Highlands, Ill in Oct 1949



Suburban coach yard-Downer's Grove 1949

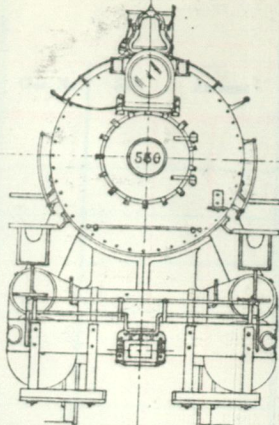
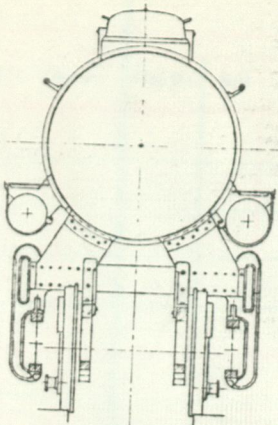
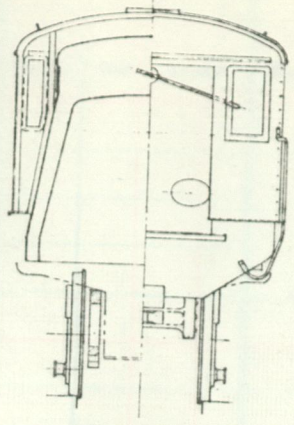
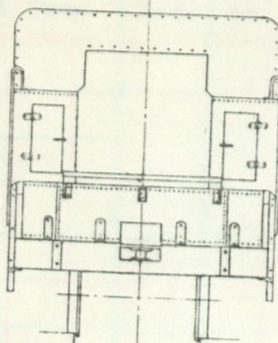
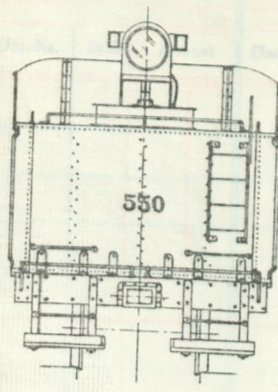


Sold



on the ready track at Galesburg in March 1939, 552 clearly shows the massive, powerful lines of the F-2's. The "rake" behind the pilot is apparently a steam blower device for cleaning car retarders on the hump; the F-1 0-8-0's were similarly equipped. — Bernard Corbin collection

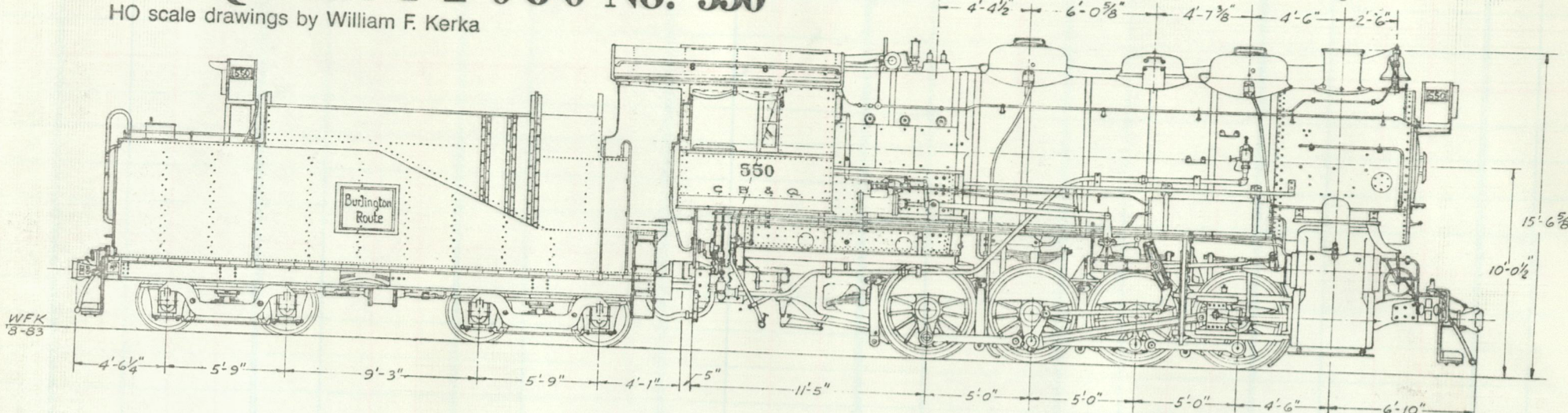
Third Quarter 1983



CB&Q Class F-2 0-8-0 No. 550

HO scale drawings by William F. Kerka

Note: The right side air reservoir is 18 1/2" dia. x 71" long; the left side reservoir is 20 1/2" dia. x 84" long.

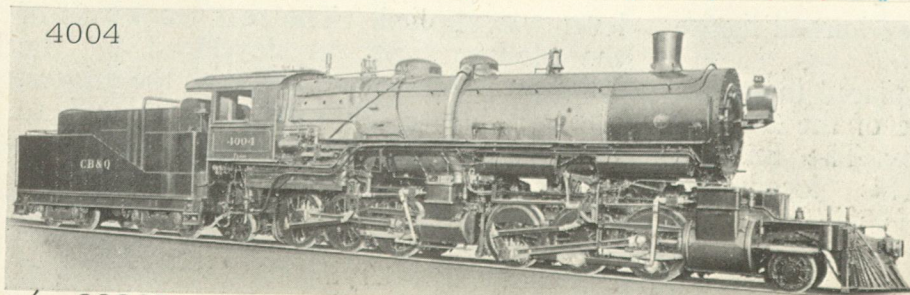
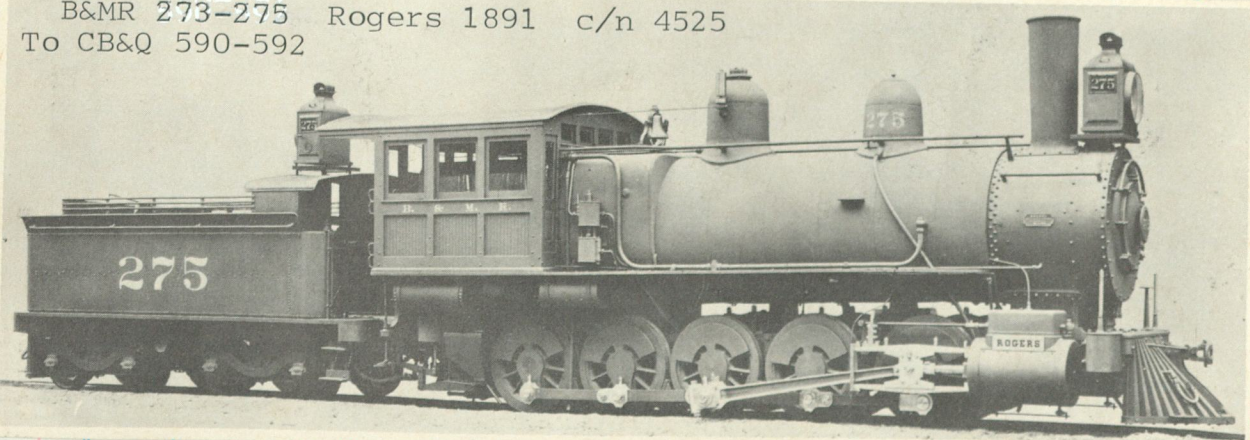


F-2 No.	T-1 No.	Date Converted*	Date Built	Baldwin C/N	Disposition
550	4003	9/1926	1909	33986	Dismantled 12/46
551	4006	3/1927	1909	34021	Dismantled 11/48
552	4005	5/1927	1909	34020	Dismantled 12/48
553	4002	7/1927	1908	32724	Dismantled 12/48
554	4007	8/1927	1909	34029	Sold for scrap 8/47
555	4000	8/1927	1908	32722	Dismantled 11/46
556	4004	12/1927	1909	33987	Dismantled 12/46
(557)	4001	Not done	1908	34021	Dismantled 6/27

*Official conversion dates are apparently the date the T-1 number ceased to be used and the F-2 number was adopted. In the case of 550, this was after conversion was completed; in all other cases it apparently was at the start of conversion. The 556, for example, was not completed until April 1928.



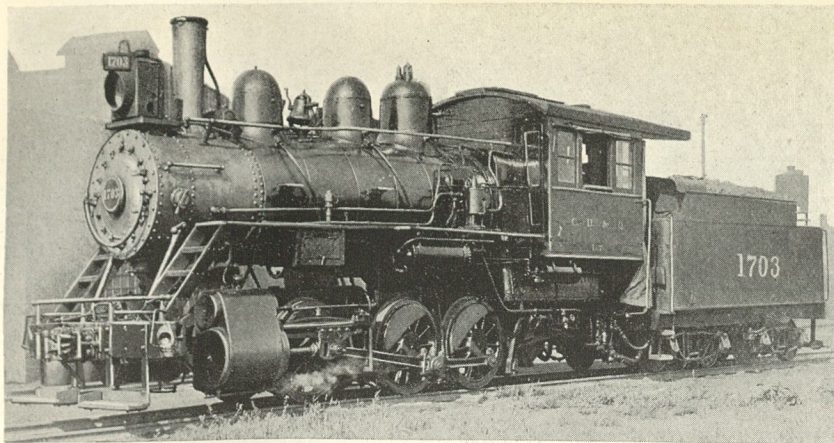
B&MR 273-275 Rogers 1891 c/n 4525 To CB&Q 590-592



c/n 33987 Mallet Articulated Locomotive, Class T-1-B, Built by The Baldwin Locomotive Works, 1909

Cylinders	21 1/2" & 33" x 32"
Drivers, diam.	56"
Steam pressure	200 lb.
Grate area	78 sq. ft.
Heating surface	5600 sq. ft.
Weight on drivers	327,200 lb.
" total engine	361,450 lb.
Tractive force (compound)	63,300 lb.

4003-4007 Rebit to 0-8-0 #556 in 1927



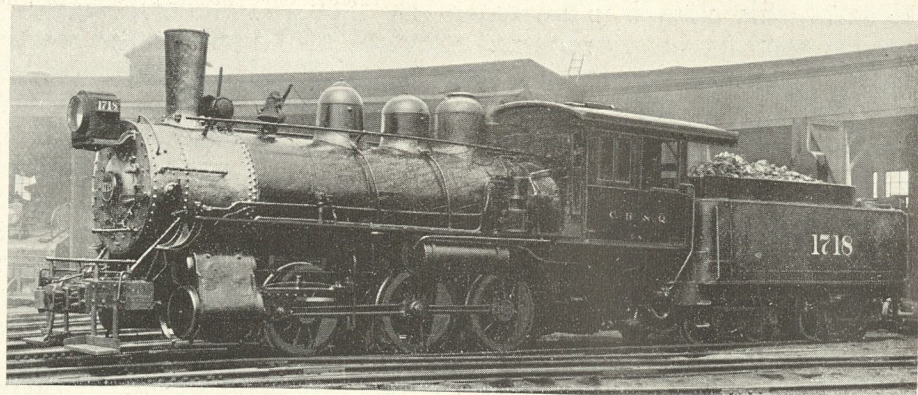
Six-coupled Switching Locomotive, Class G-7, as Rebuilt from a Class R-1
Prairie Type Locomotive

Cylinders	19" x 24"
Drivers, diam.	52"
Steam pressure	190 lb.
Grate area	42 sq. ft.
Heating surface	1803 sq. ft.
Weight, total engine	137,800 lb.
Tractive force	26,900 lb.

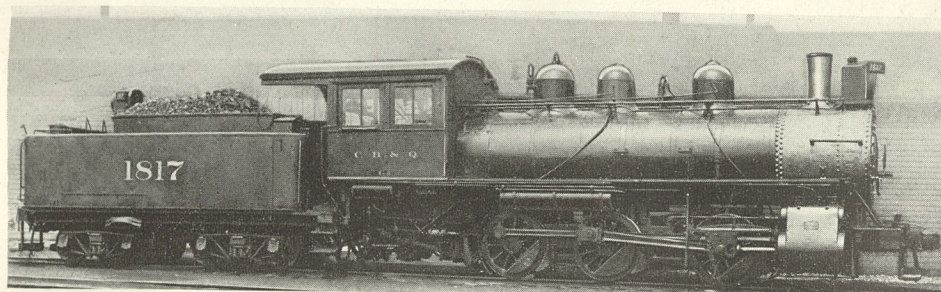
Blt at West Burlington
1900 as B&MR #62, 2-6-2.
Renod CB&Q #1699 then
1703. Reblt 0-6-0 c1920

Cylinders	20" x 24"
Drivers, diam.	52"
Steam pressure	200 lb.
Grate area	30 sq. ft.
Heating surface	2503 sq. ft.
Weight, total engine	141,400 lb.
Tractive force	31,300 lb.

Blt by Baldwin 1901
c/n 19494 2-6-2
Reblt, as shown, in
1918



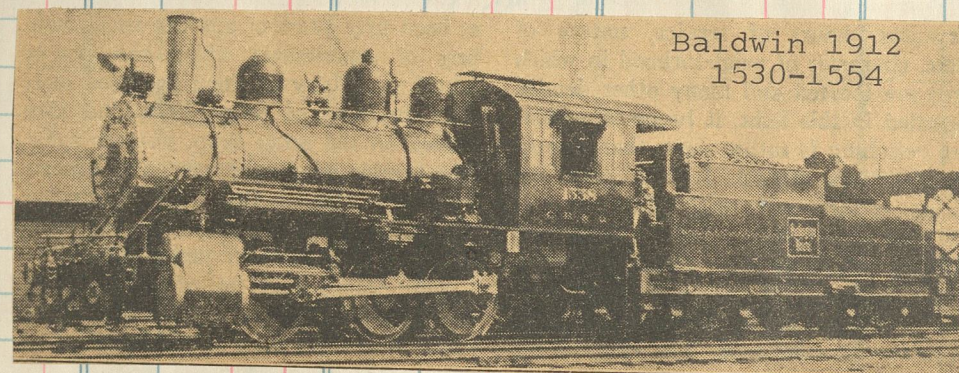
Six-coupled Switching Locomotive, Class G-8, as Rebuilt from a Class R-2
Prairie Type Locomotive



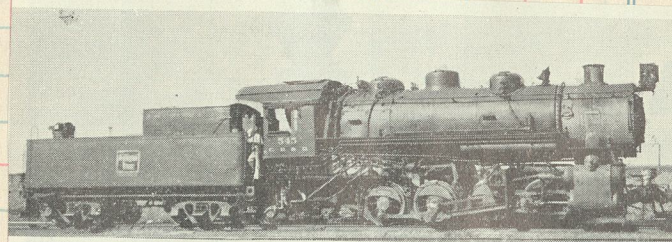
Six-coupled Switching Locomotive, Class G-9, as Rebuilt from a Class R-3
Prairie Type Locomotive

Cylinders	21" x 26"
Drivers, diam.	52"
Steam pressure	200 lb.
Grate area	30 sq. ft.
Heating surface	2665 sq. ft.
Weight, total engine	159,270 lb.
Tractive force	37,500 lb.

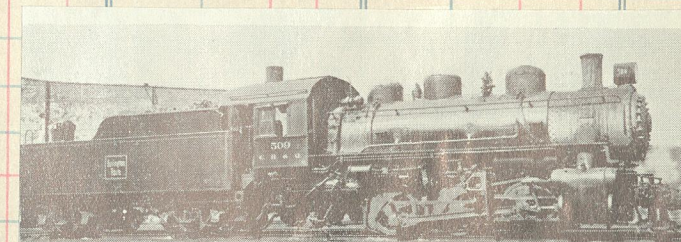
Baldwin 1902
c/n 21070
Rebuilt 1926
Org #1738



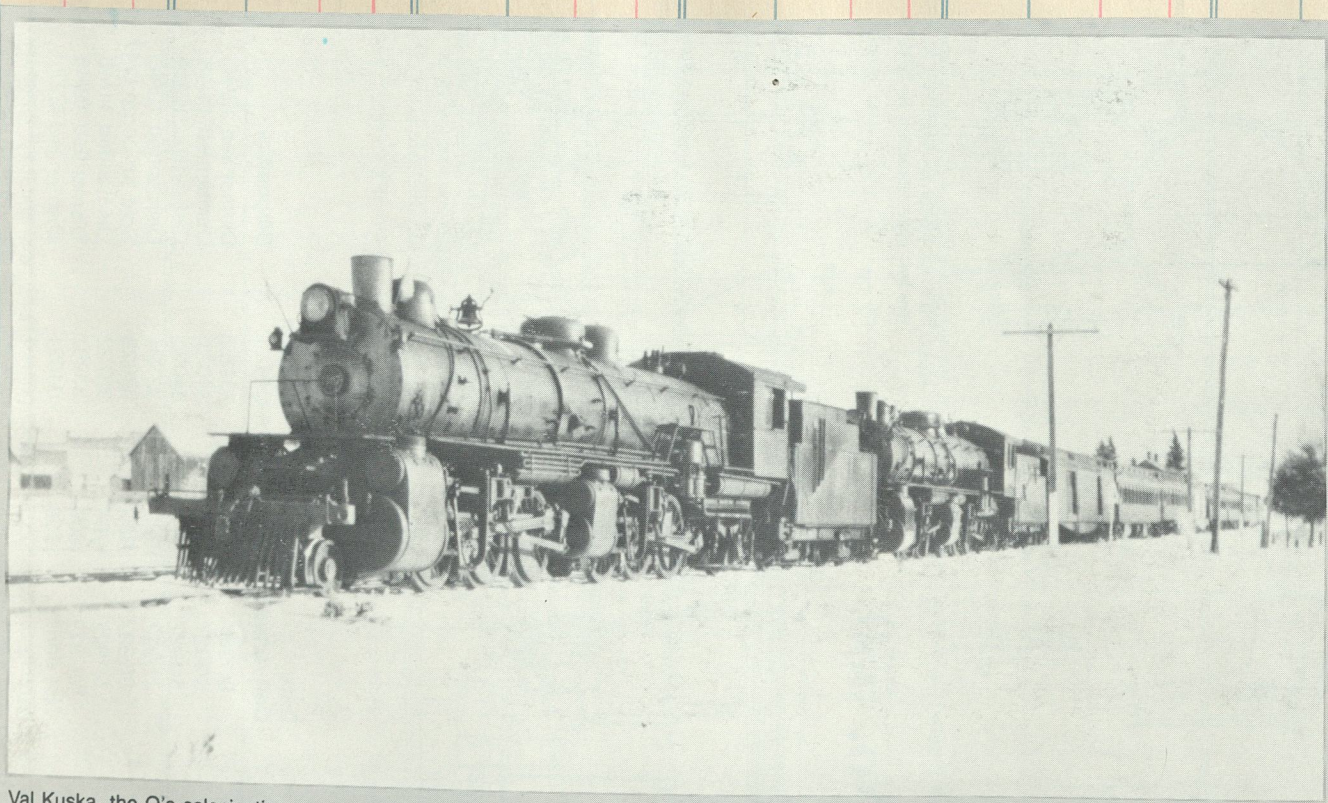
Baldwin 1912
1530-1554



No. 545, CLASS F-1, ALCO-BROOKS 1919, AT CLYDE.



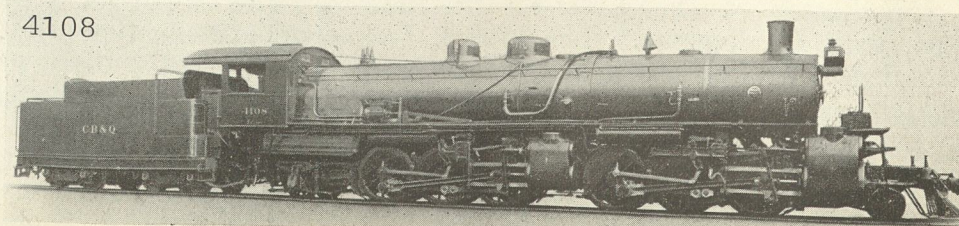
No. 509, CLASS G-5, ALCO-COOKE 1919, AT WESTERN AVE.



Val Kuska, the Q's colonization agent at Omaha, ran a number of agricultural specials during the 1920's and 1930's on Lines West and the C&S/FW&D, teaching farmers and ranchers new and productive techniques to further their businesses, and consequently increase traffic on the Burlington. Here, pausing in the snow at Custer, S.D., on Nov. 17, 1927, is an eight-car "Better Poultry Special." Eight heavyweight passenger cars were beyond the limits of even one of the T-2 2-6-6-2's, so two of the big Mallets grace the point of this unusual passenger extra. 4107 is up front, with the second engine unidentified. At this time, the engines carried a single cross compound air pump on each side; in later years both pumps were mounted on the left side. — Val Kuska photo, Nebraska State Historical Society collection

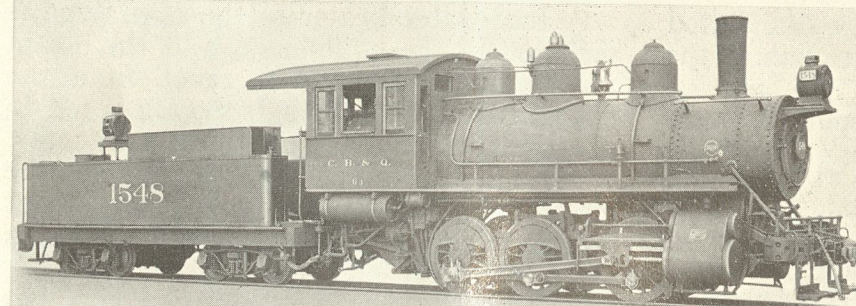
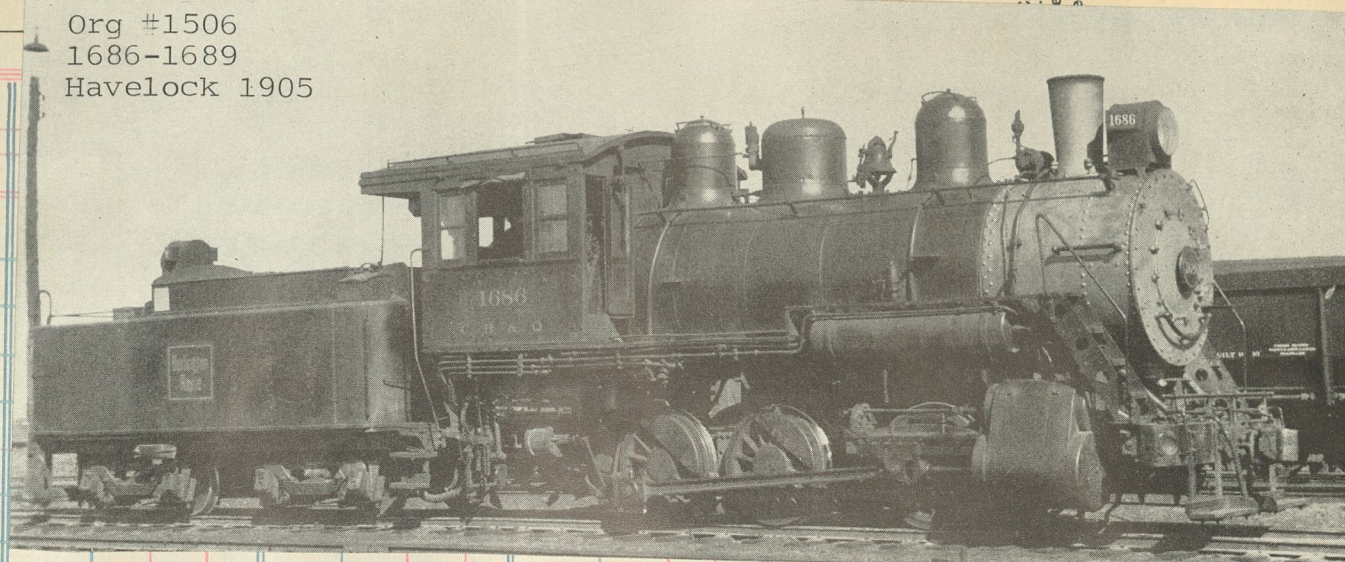
Cylinders	23" & 35" x 32"
Drivers, diam.	64"
Steam pressure	200 lb.
Grate area	63.8 sq. ft.
Water heating surface	5090 sq. ft.
Superheating surface	464 sq. ft.
Weight on drivers	304,500 lb.
" total engine	361,650 lb.
Tractive force	
(compound)	63,500 lb.

4100-4109



Mallet Articulated Locomotive, Class T-2, Built by The Baldwin Locomotive Works, 1910

Org #1506
1686-1689
Havelock 1905



c/n 38838

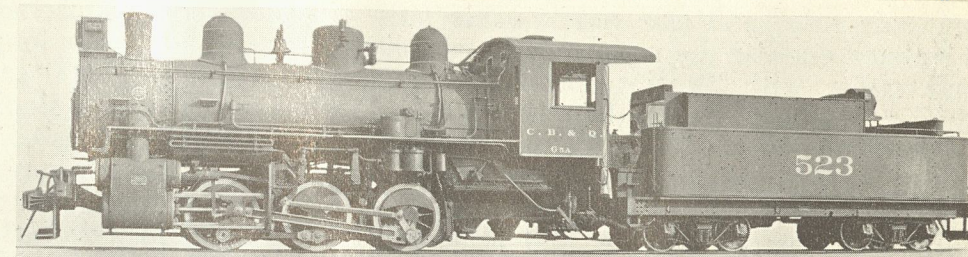
Six-coupled Switching Locomotive, Class G-3, Built by
The Baldwin Locomotive Works, 1912

Cylinders	20" x 24"
Drivers, diam.	52"
Steam pressure	180 lb.
Grate area	27.1 sq. ft.
Water heating surface	1311 sq. ft.
Superheating surface	338 sq. ft.
Weight, total engine	130,100 lb.
Tractive force	28,200 lb.

1530-1554
Sold to Midland Elec.
Coal Co in 1942

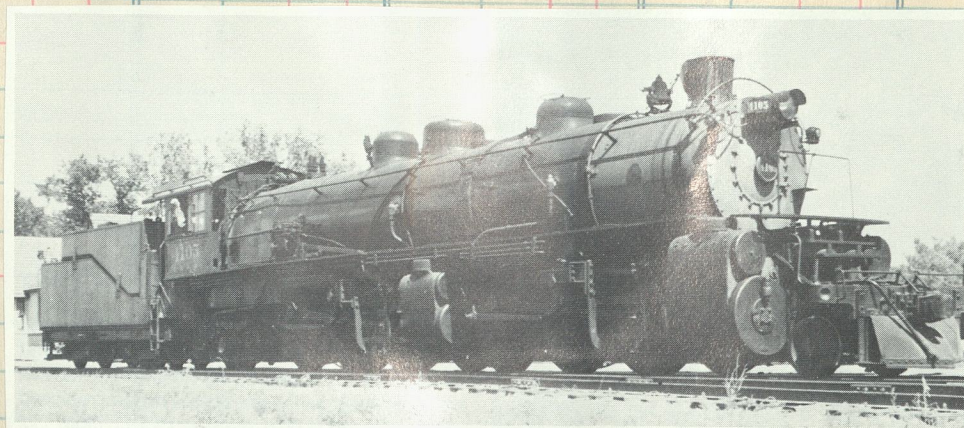
Cylinders	21" x 28"
Drivers, diam.	51"
Steam pressure	190 lb.
Grate area	33.2 sq. ft.
Heating surface	2583 sq. ft.
Weight, total engine	167,600 lb.
Tractive force	39,100 lb.

510-524



c/n 54195

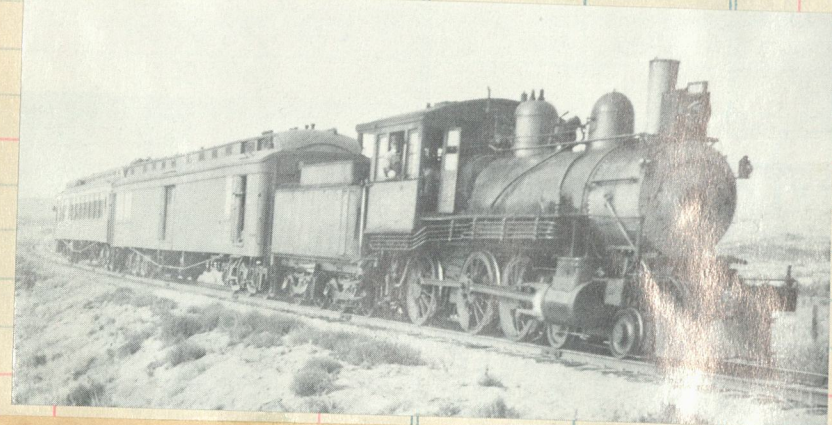
Six-coupled Switching Locomotive, Class G-5-A, Built by The Baldwin Locomotive Works, 1920



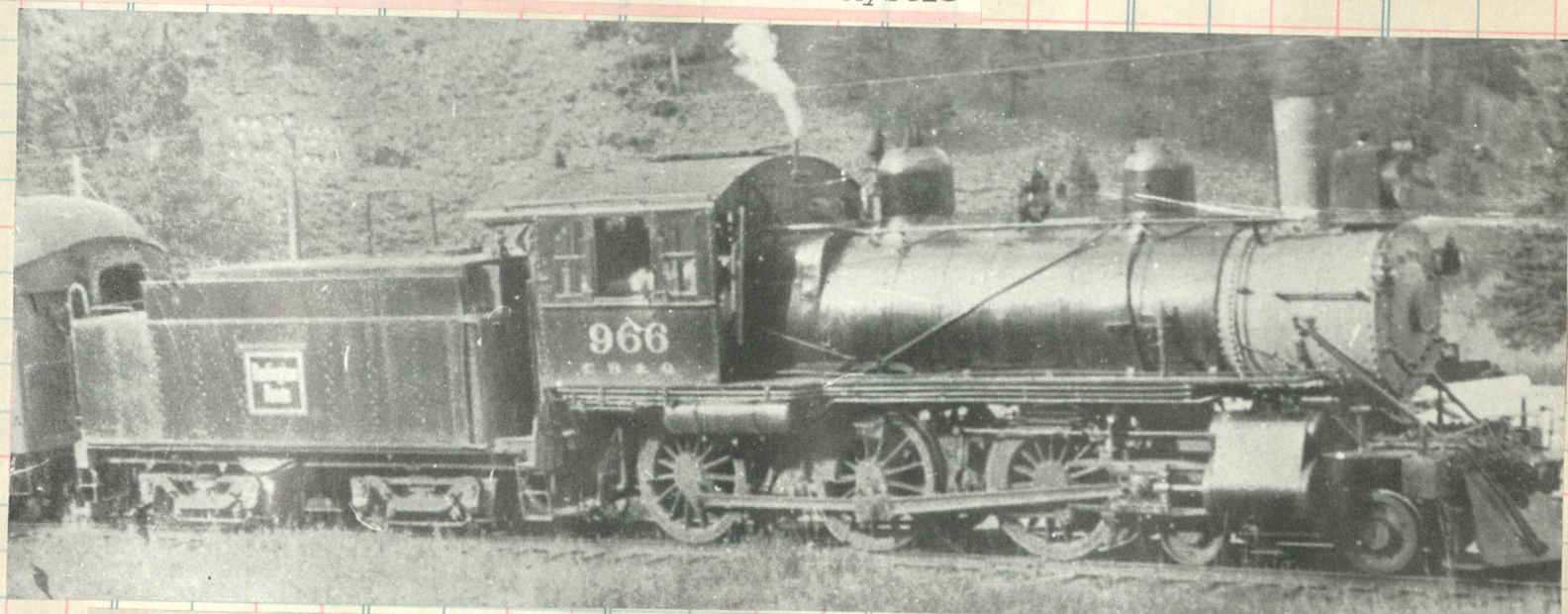
4108



A C&S Ten wheeler works the Deadwood local near Mystic



Trn 141 heads out of Edgemont Oct 15, 1933
Eng 665 [ex B&MR 52] WBS 1896 Ret Dec 1946



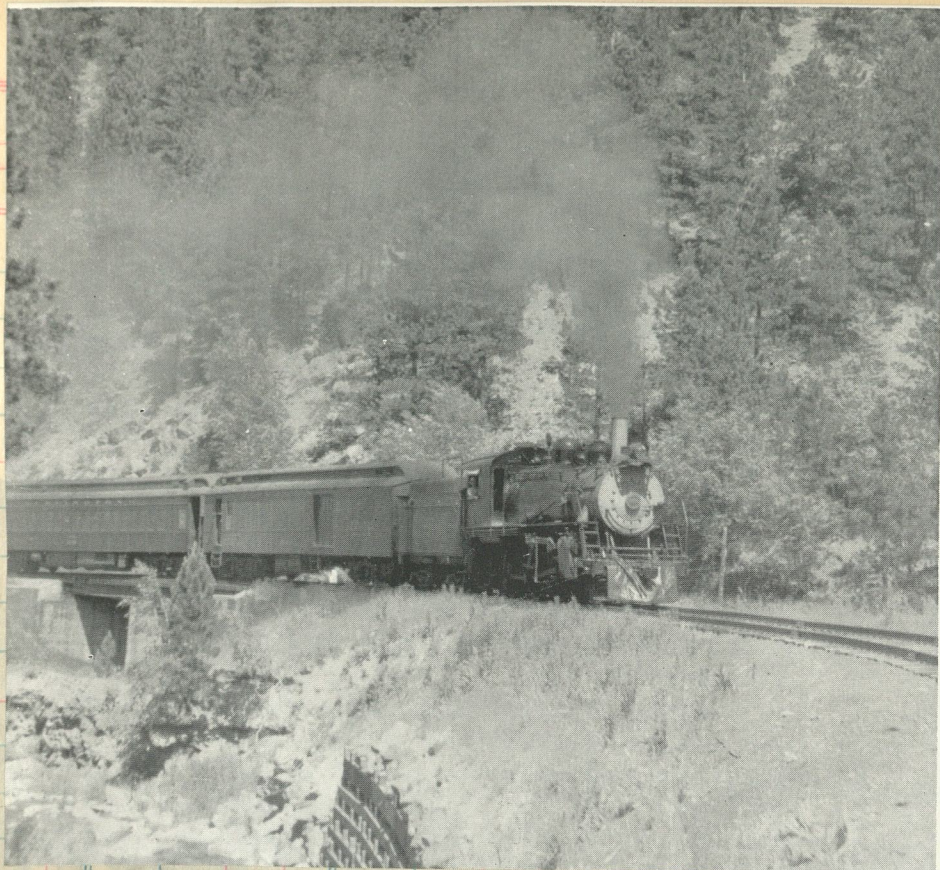
The 966 was blt by Baldwin as B&MR 345, a 2-6-0, [c/n 16970] in 1899
Renod CB&Q 1231. Reblt as 4-6-0 at Havelock in 1914 and noed 966.
She is shown here with Trn 142 at Mystic.



Burlington & Missouri River Ten wheeler #302 comes boiling up the
hill south of Deadwood with the daily train from Edgemont. The
locomotive was built by Rogers 1892 c/n 4766. Later as CB&Q #630.



DEADWOOD AROUND 1902, showing Burlington round-
house, freight house and upper yard, right center of picture.

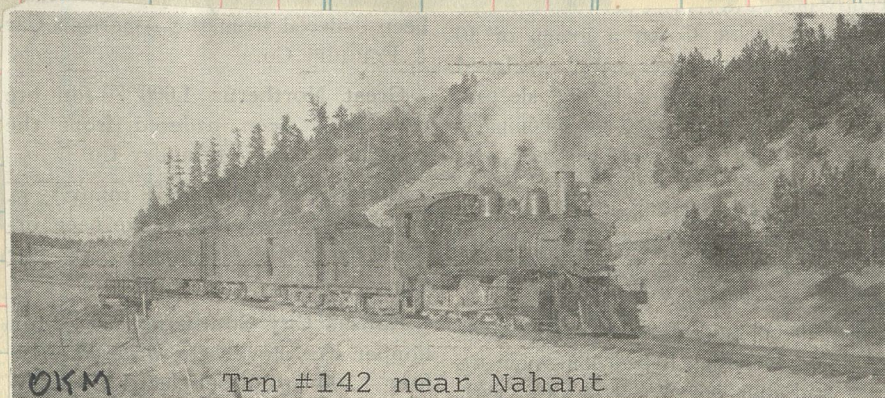
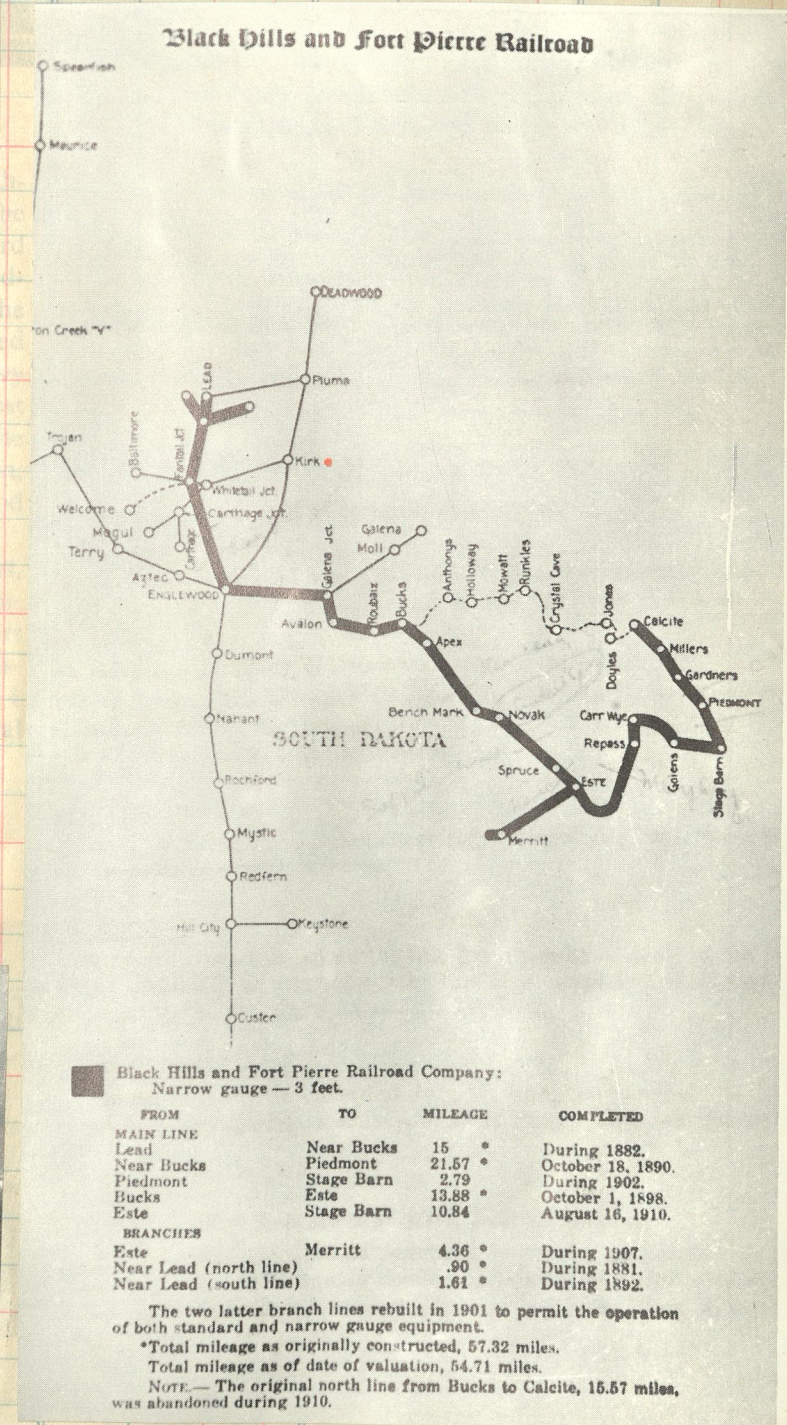
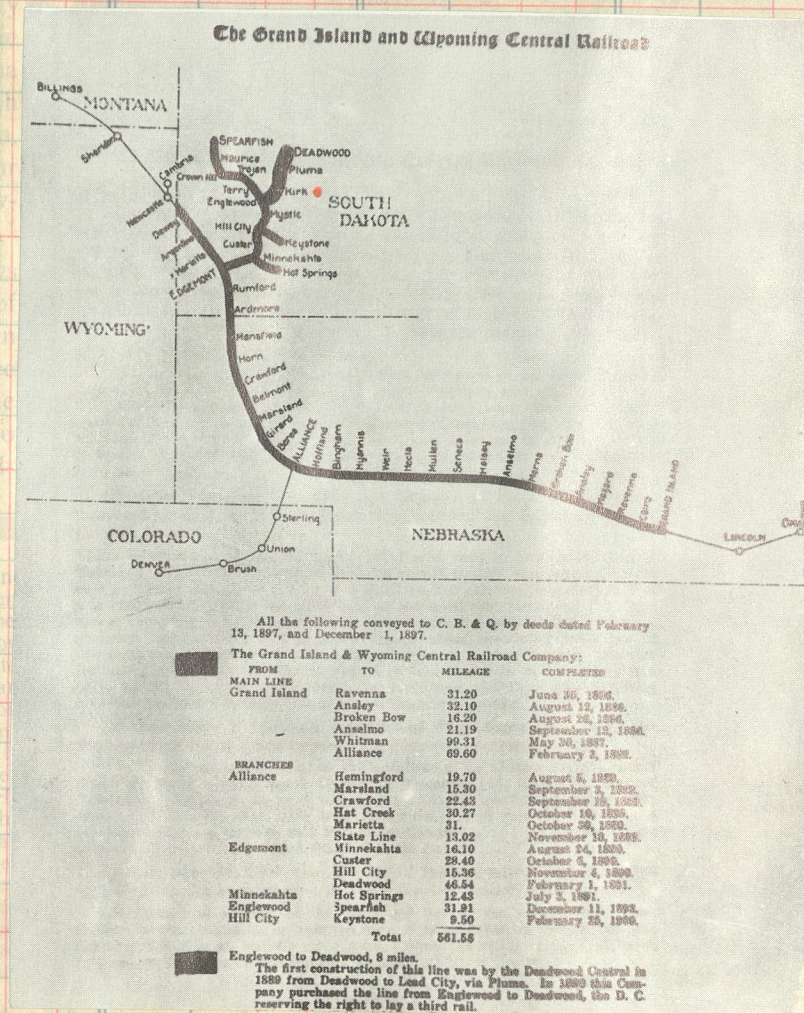
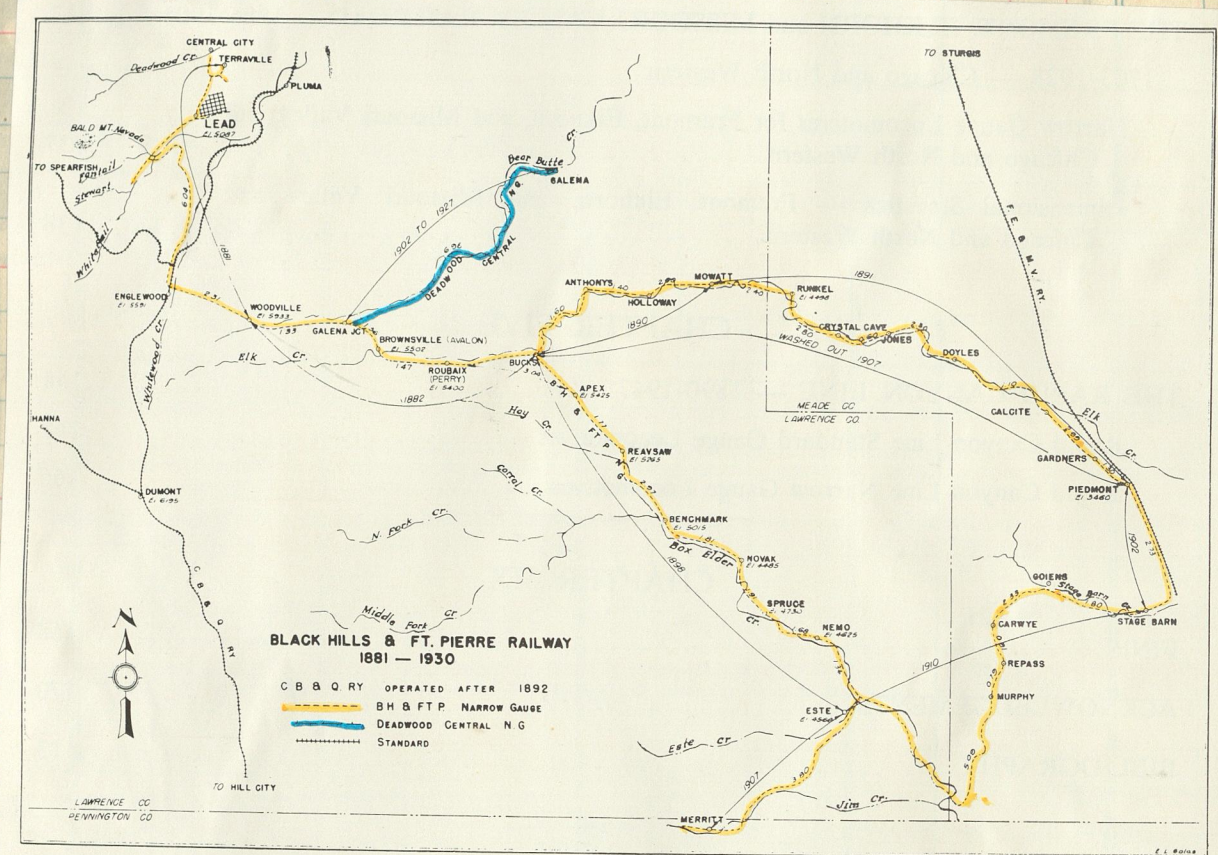


BURLINGTON TRAIN near foot of Kirk hill, June 21, 1949. The passenger train was a little faster. No. 201 passenger left Edgemont daily at 8:25 a.m., reached Minnekahta by 9:11 a.m. to meet the 9:15 passenger there, through the twisty hills to Custer by 10:30, Mystic by 11:57 a.m., reaching Englewood by 1:00 p.m. and Pluma at 1:24 p.m. where passengers could switch to the Deadwood Central train to Lead on its approximate hourly runs between Lead and Deadwood, finally reaching Deadwood by 1:30 p.m. No. 201 became 202 to take the passengers back to Edgemont, leaving Deadwood at 3:35 p.m. and puffing into Edgemont at 8:12 that evening.

The Minnekahta to Hot Springs spur, a 13.2 mile stretch, left Minnekahta daily at 7:40 p.m. and 9:15 a.m., to arrive in Hot Springs at 8:20 p.m. and 9:55 a.m., unload its passengers or freight and return to Minnekahta the next morning early enough to meet the Edgemont train again, arriving there at 9:05 a.m. and 7:30 p.m.

BURLINGTON TRAIN at tunnel near Nahant, May 30, 1949. No. 203 continued through Ivanhoe, Argyle, Loring, Pringle, Mayo, to Custer by 10:00 a.m., on to Berne, Oreville, Hill City, Redfern, Mystic, Rochford, Nahant, Dumont, reaching Englewood by 2:28 p.m. where it could meet the 4:05 p.m. train to Spearfish or go on through Kirk to Pluma and Deadwood by 3:05 p.m. It would lay over until morning, become the No. 204 to head back to Edgemont over the same route, leaving at 7:45 a.m. and arriving back at Edgemont by 5:55 p.m.

Photo by J. Arthur Jobe



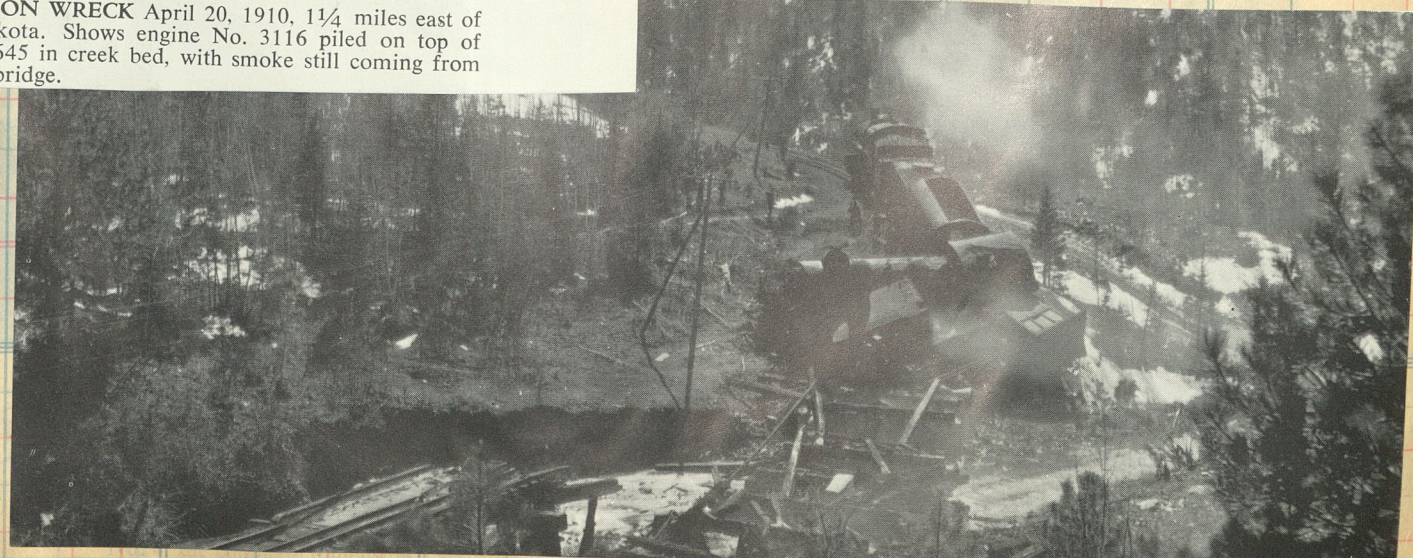
Trn #142 near Nahant



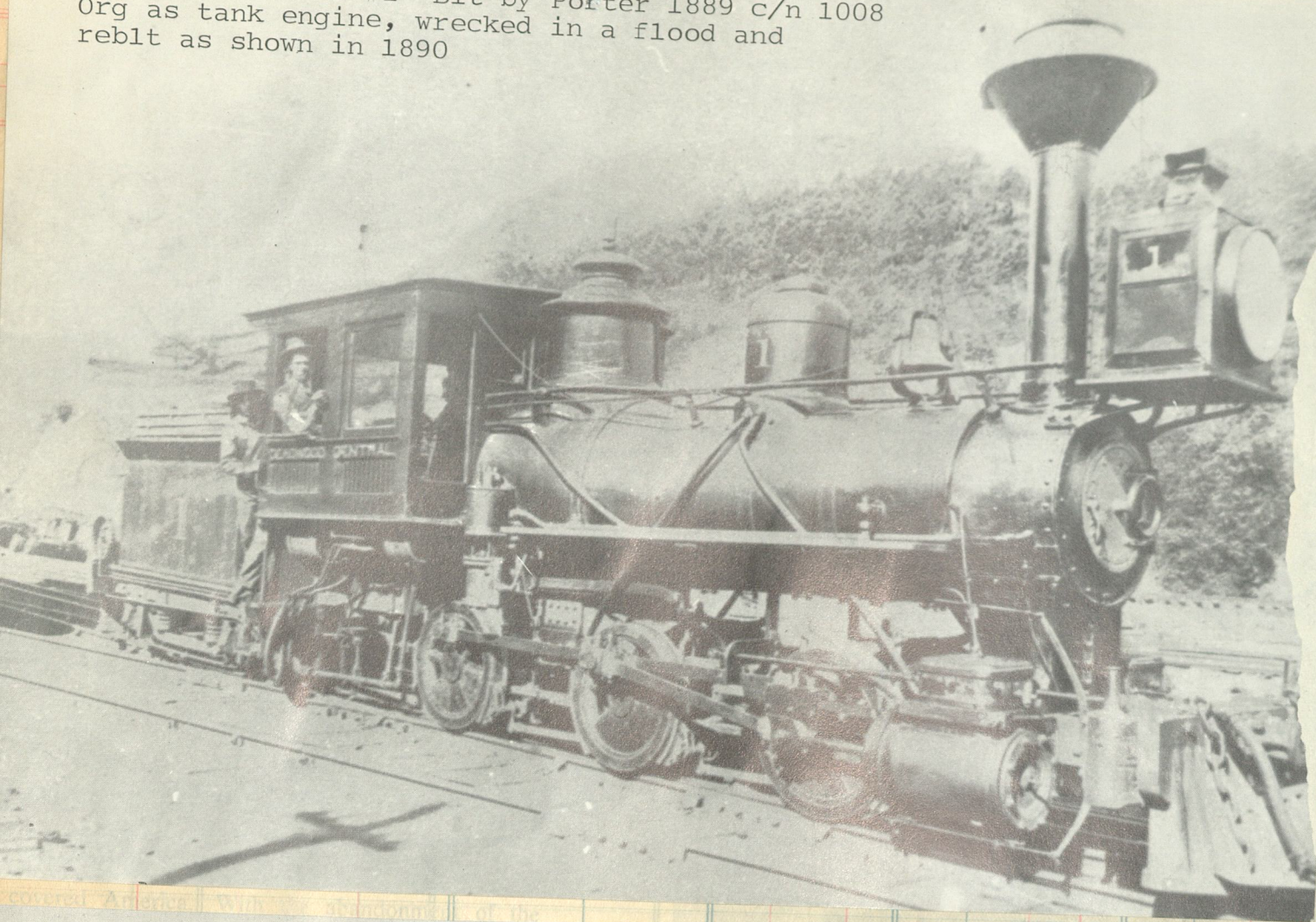
B&MR 3318 one of nine 2-8-0's blt by Schenectady 1903 (c/n 26719) lignite burners for the GI&WC. Renoed CB&Q 3127



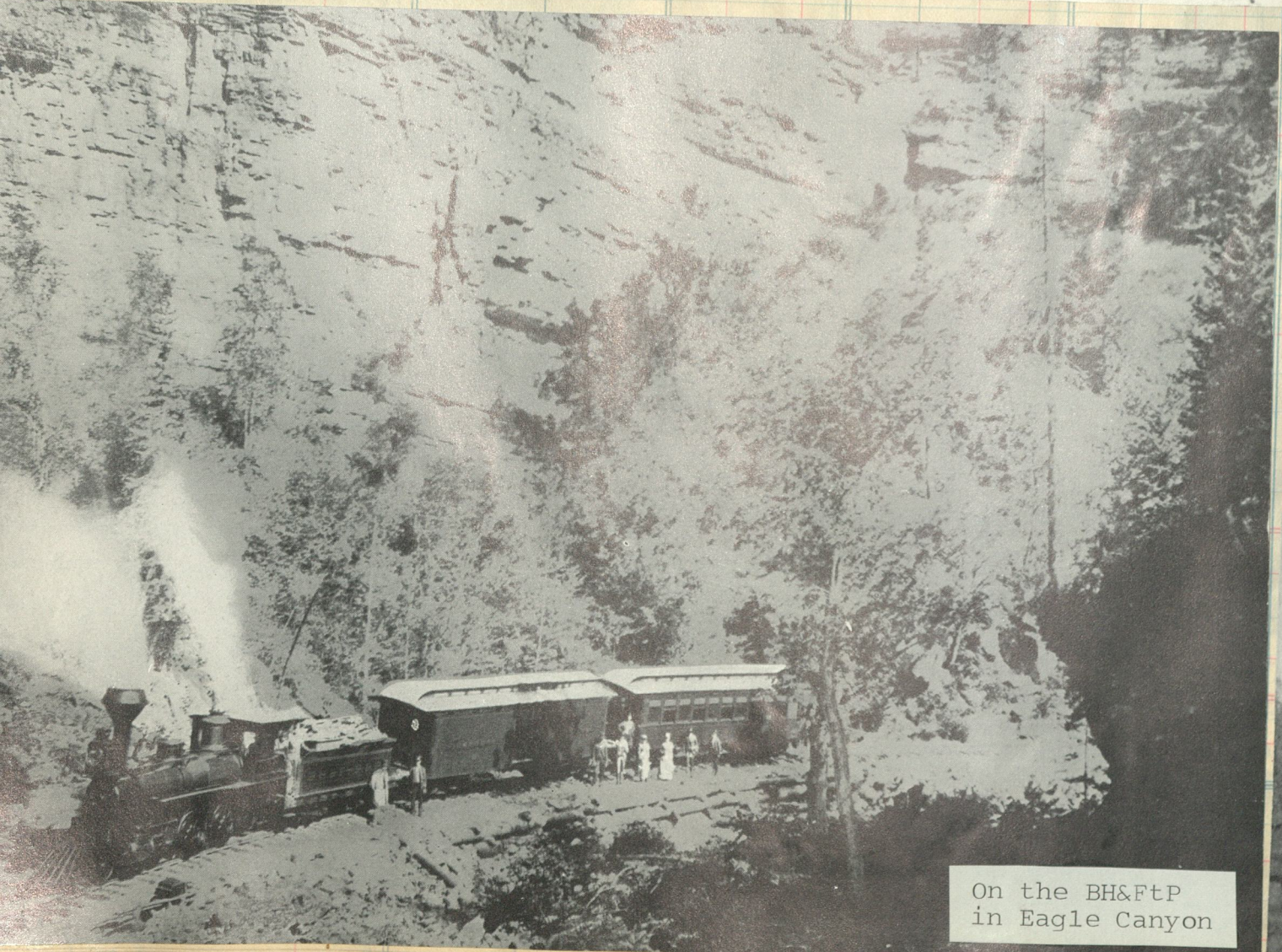
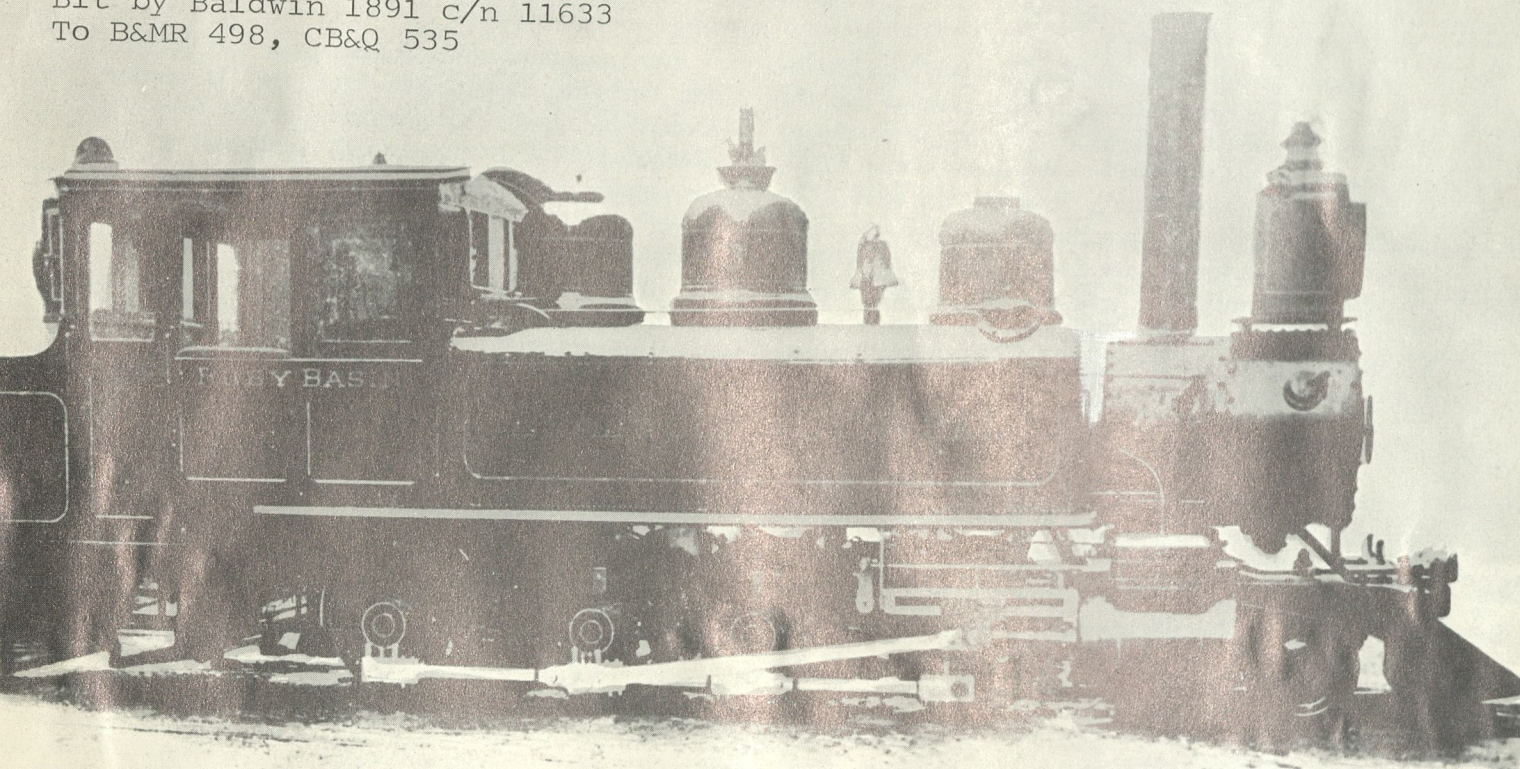
BURLINGTON WRECK April 20, 1910, 1 1/4 miles east of Kirk, S. Dakota. Shows engine No. 3116 piled on top of engine No. 645 in creek bed, with smoke still coming from the burning bridge.



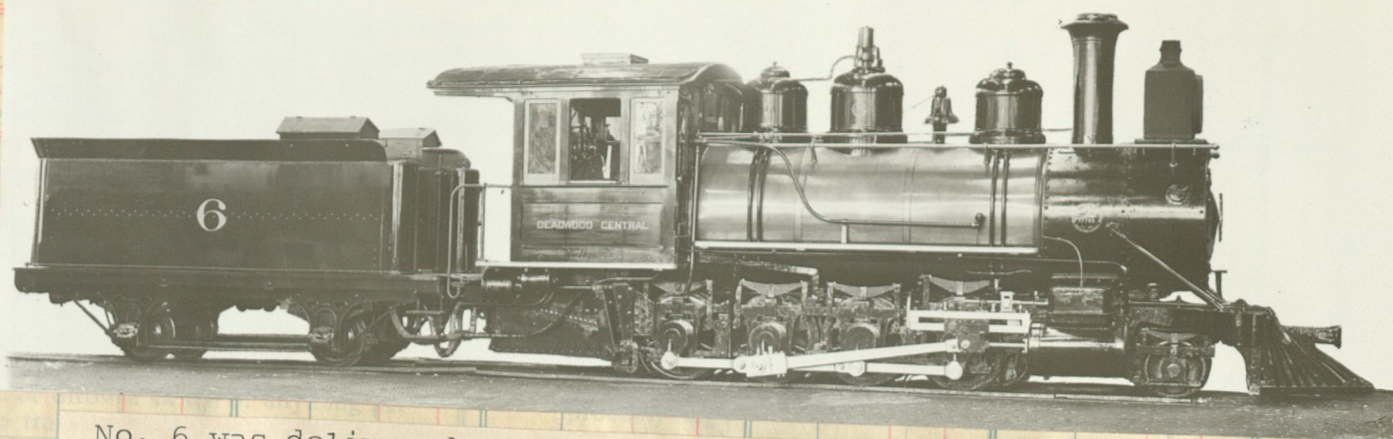
Deadwood Central #1 Blt by Porter 1889 c/n 1008
Org as tank engine, wrecked in a flood and
reblt as shown in 1890



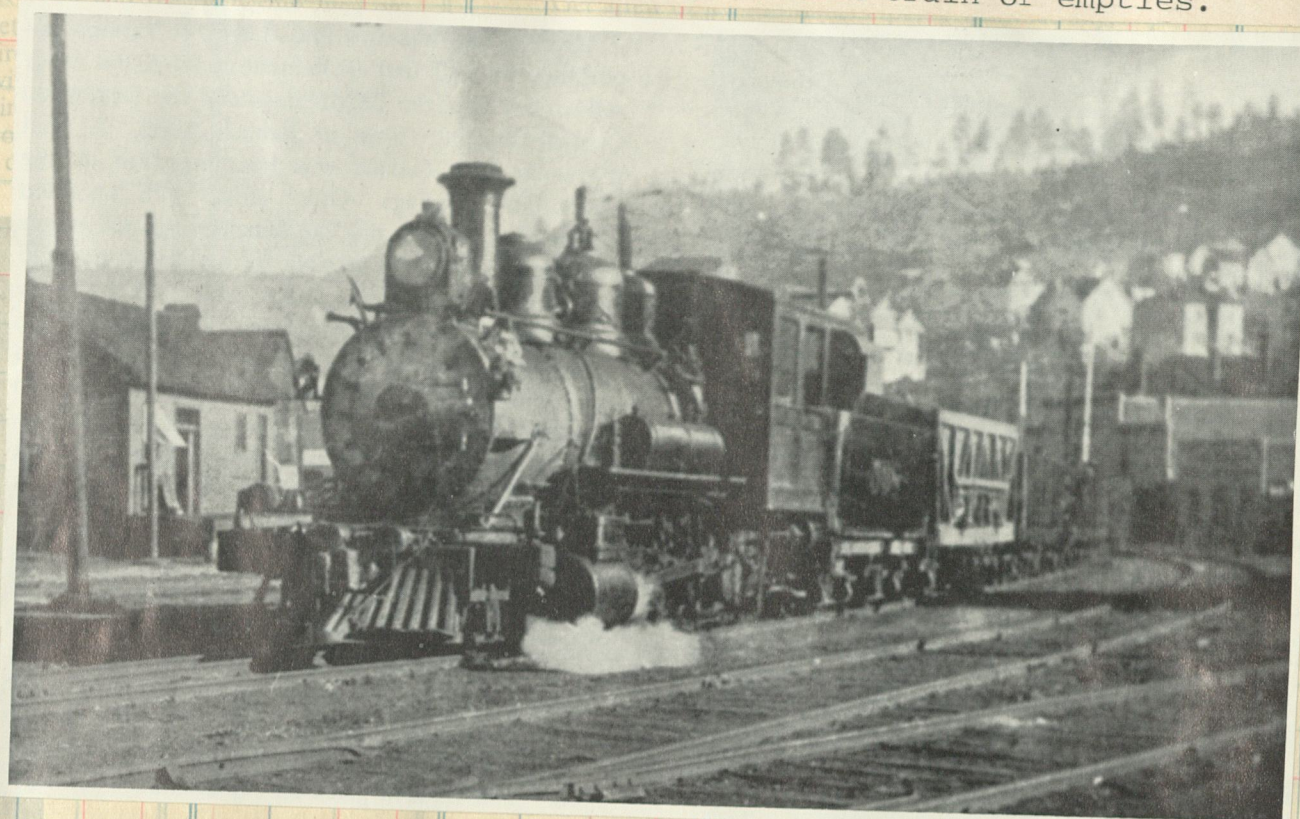
Deadwood Central #3 "Ruby Basin"
Blt by Baldwin 1891 c/n 11633
To B&MR 498, CB&Q 535



On the BH&FtP
in Eagle Canyon



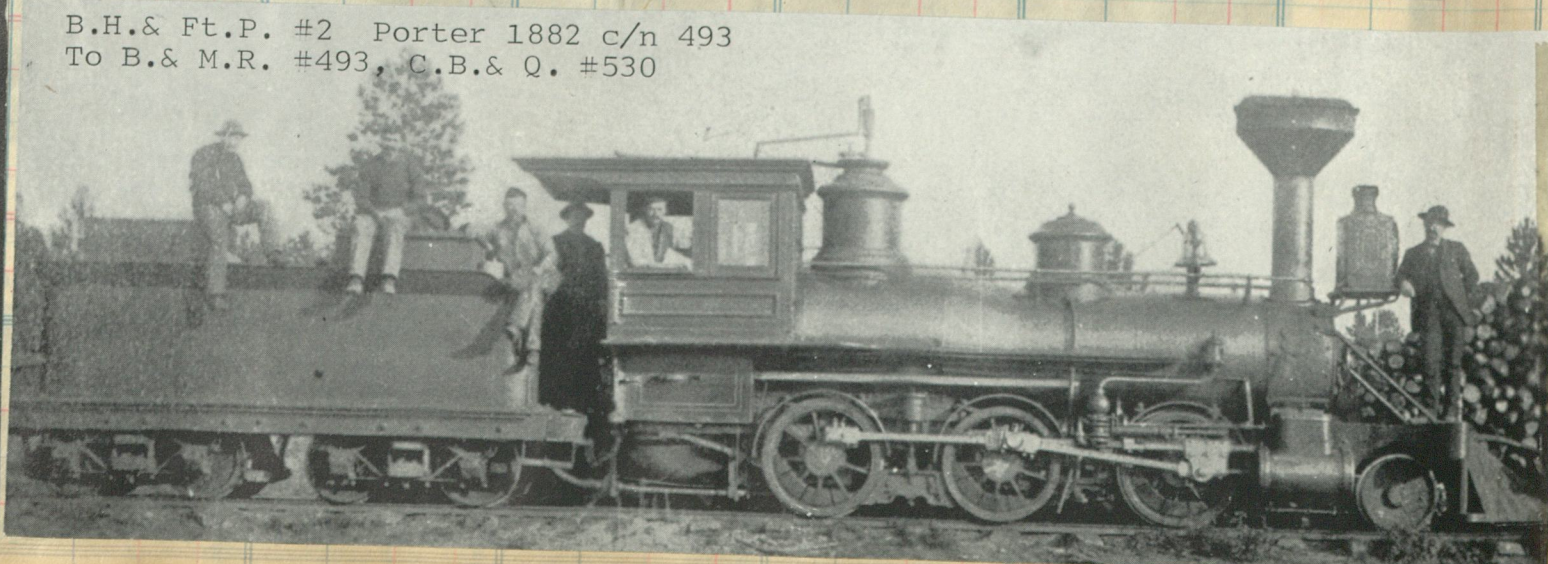
No. 6 was delivered to the Deadwood Central by Baldwin in 1900
and remained in service for three decades. [c/n 17795] Later
B. & M.R. #495 and last as C.B. & Q. #538.
Below..She departs the Deadwood yard with train of empties.



Blt as London, South Park & Leadville
"J.L. Merrick" by Baldwin 1883 c/n 6691
To BH&FtP #3, B&MR 492, CB&Q 536



B.H. & Ft.P. #2 Porter 1882 c/n 493
To B. & M.R. #493, C.B. & Q. #530

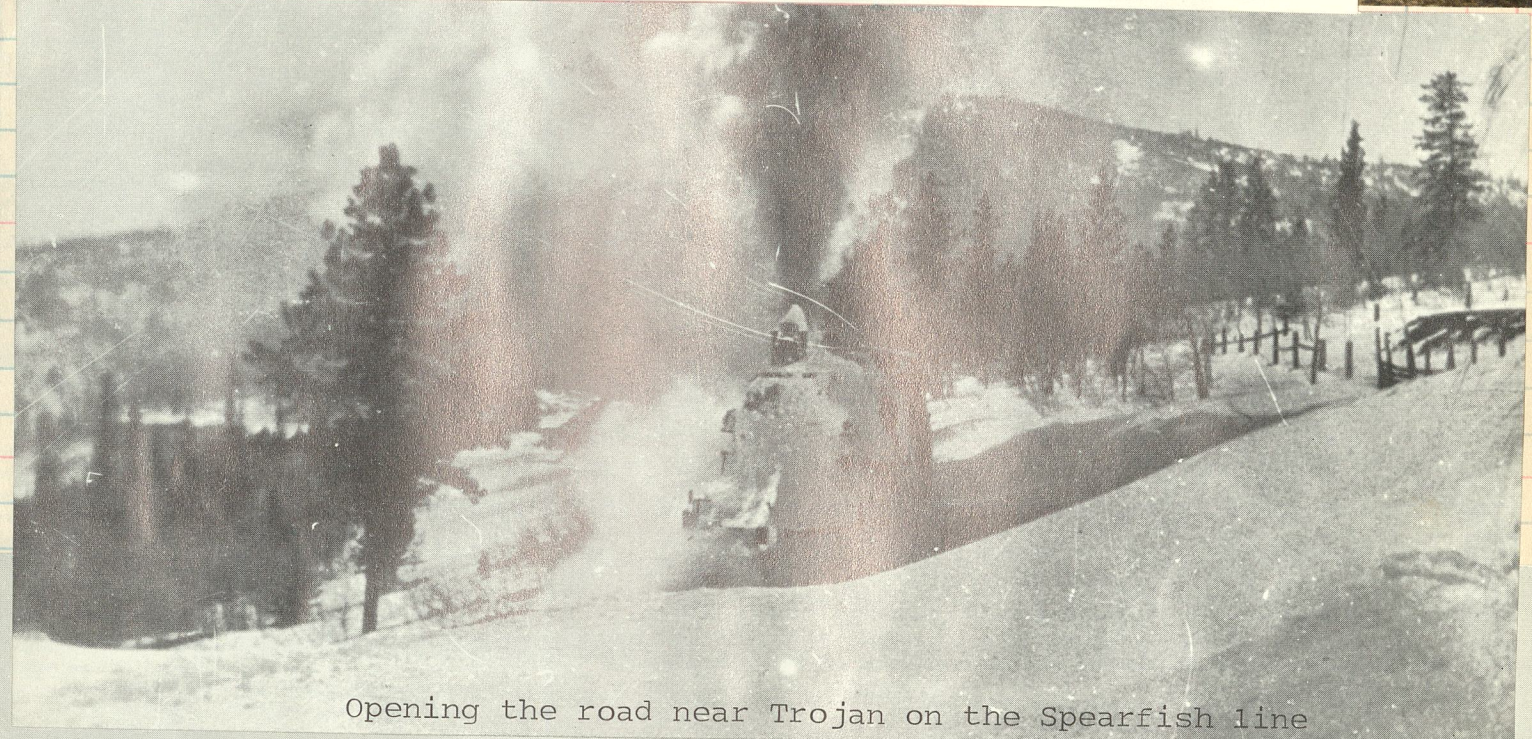




THE GRAND ISLAND & WYOMING CENTRAL ENGINE 302 (Burlington & Missouri River) in Spearfish Canyon, 1900, nearing the lower end of the canyon.
Photo from collection of William H. Jackson, by courtesy of the State Historical Society of Colorado



THREE TRAINS AT LEAD, S. DAKOTA. Deadwood Central engine #497 pulling one car on the lowest level; a Fremont, Elkhorn & Missouri Valley train on bridge, engine #208; and a Homestake Mining Company ore train on the high trestle above the others.



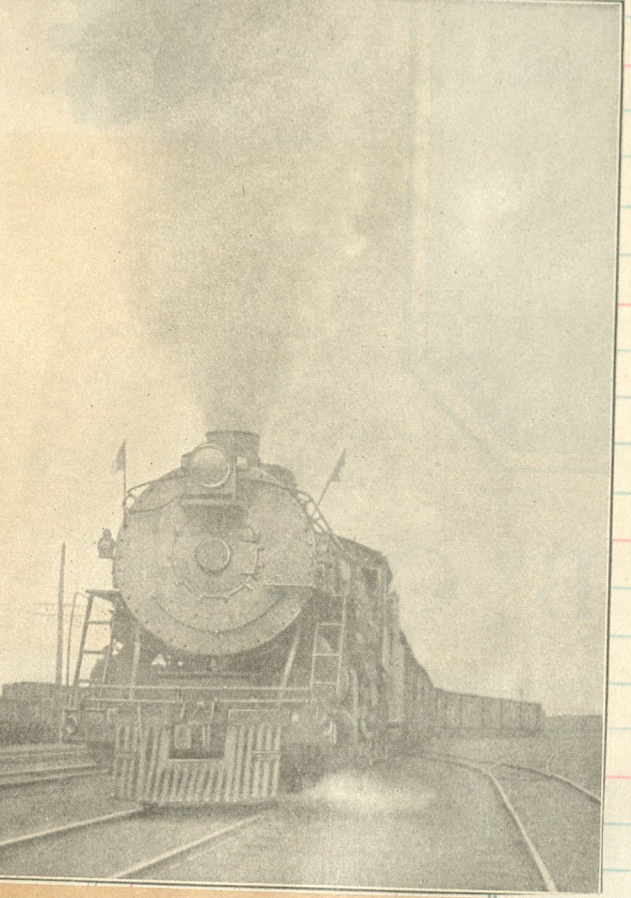
Opening the road near Trojan on the Spearfish line



THE GRAND ISLAND & WYOMING CENTRAL (Burlington) standard gauge locomotive #302 approaching Spearfish Canyon, going down the west slope from the Crown Hill station, a line built in 1893 and abandoned in 1934.



SELLER				
DATE				
FORM	DESTINATION	Amt.	Com. No.	



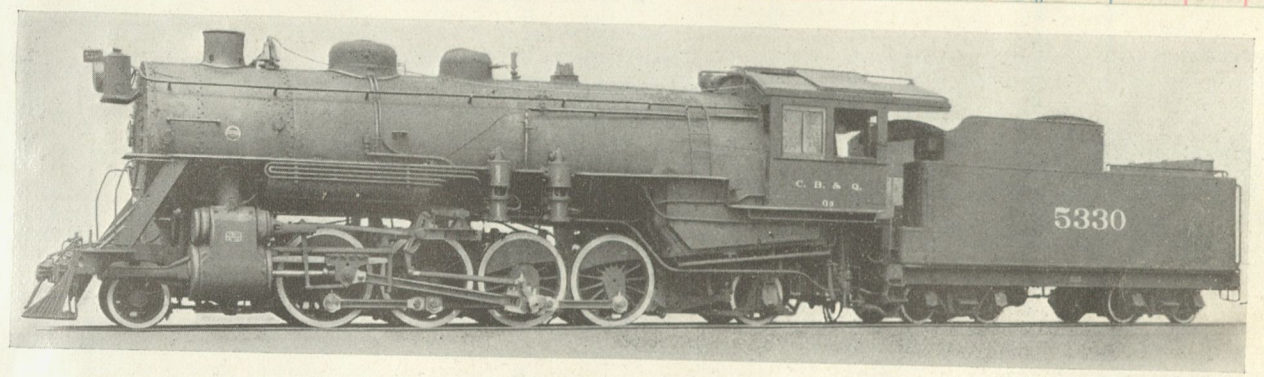
Extra departing Chicago with train of empty stock cars-1923



BURLINGTON FREIGHT SERVICE [1928]
Faster, more economical, more efficient freight transportation than ever before. Shipments moving with a swiftness undreamed of a few short years ago. Second morning deliveries where third morning deliveries were made before. Ten hours lopped off a single fast freight run Chicago to Denver. Hourly freight capacity increased by 28.3% per train. Switching time, by new system of classifying freight, reduced frequently from two hours to thirty minutes. A fast freight, on time to the minute, for thirty consecutive days. Millions of dollars saved each year for merchants and manufacturers, more than 20% of whose capital has been freed by speedier deliveries.



Class 0-3 c/n 45665 Baldwin 1917



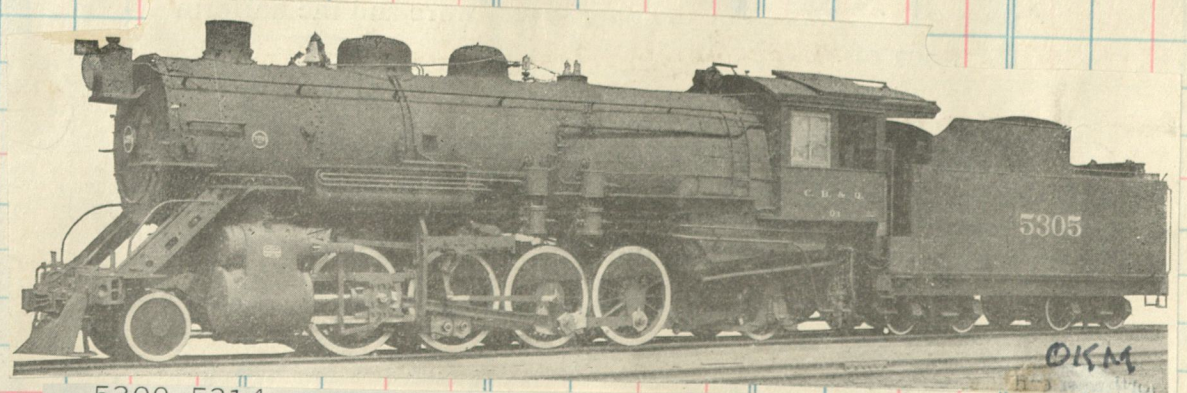
Mikado Type Locomotive, Class O-3, Built by The Baldwin Locomotive Works, 1917

Cylinders	28" x 32"	Tubes, number	5 1/2", 45; 2 3/4", 264	Wheel base, driving	16' 9"	Weight, total engine	314,700 lb.
Drivers, diam.	64"	" length	18' 7 1/4"	" " total engine	35' 9"	" " and tender	508,400 lb.
Boiler, diam.	88 1/2"	Grate area	78 sq. ft.	" " " and tender	69' 11 1/2"	Tank capacity	10,000 U. S. gal.
Steam pressure	180 lb.	Water heating surface	4465 sq. ft.	Weight on drivers	239,200 lb.	Fuel	20 tons
Firebox	116 3/8" x 96"	Superheating surface	1031 sq. ft.			Tractive force	60,000 lb.
Tubes, diam.	5 1/2" & 2 3/4"						

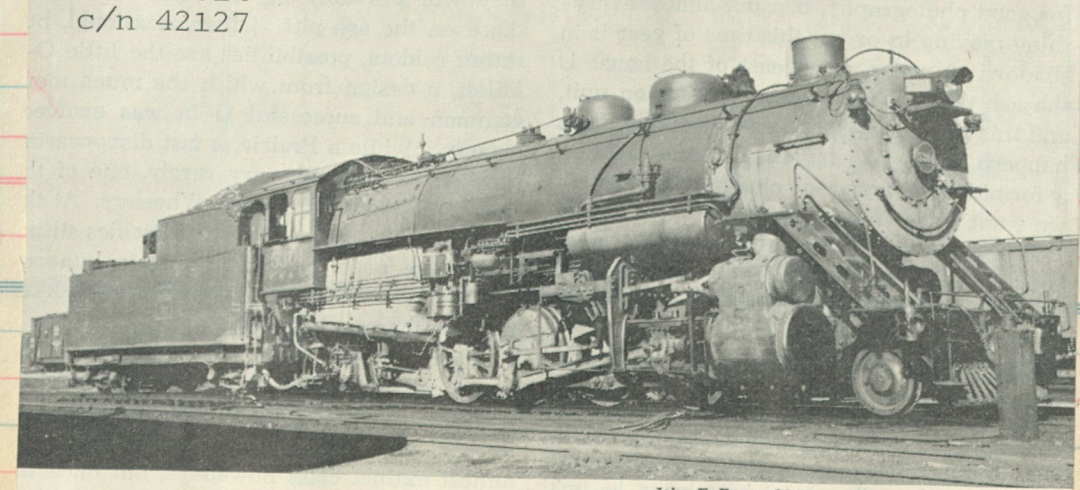
5315-5339 c/n 45756



The 5312 with a cut of high cars for the yards at East St. Louis



5300-5314 c/n 42127



No. 5301, CLASS O-3, BALDWIN 1915, AT CLYDE, OCTOBER, 1938.

"Bright eyed
and
bushy tailed"
A well scrubbed 4945
rolling along near
Downers Grove

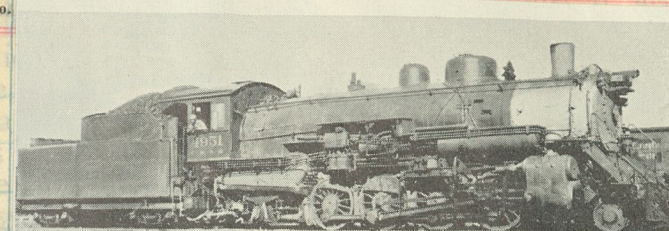


Class O-1a
4940-4999
Baldwin 1923
c/n 56704

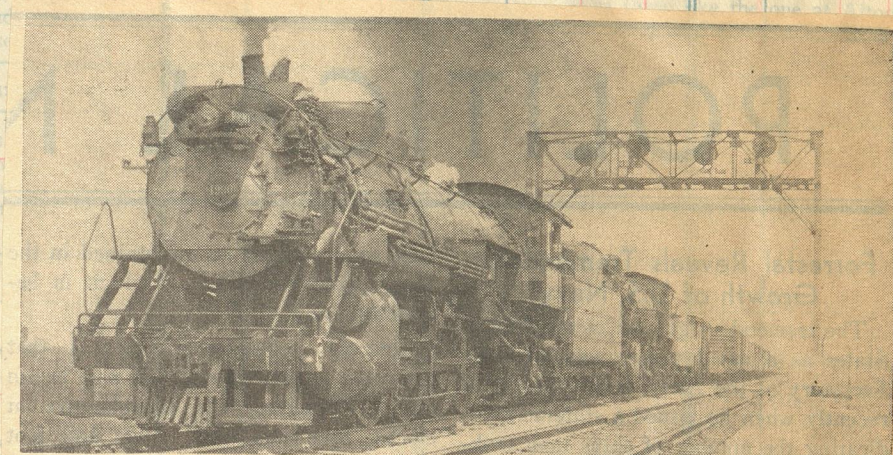
3-45 1000 bks. (Eureka 461)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

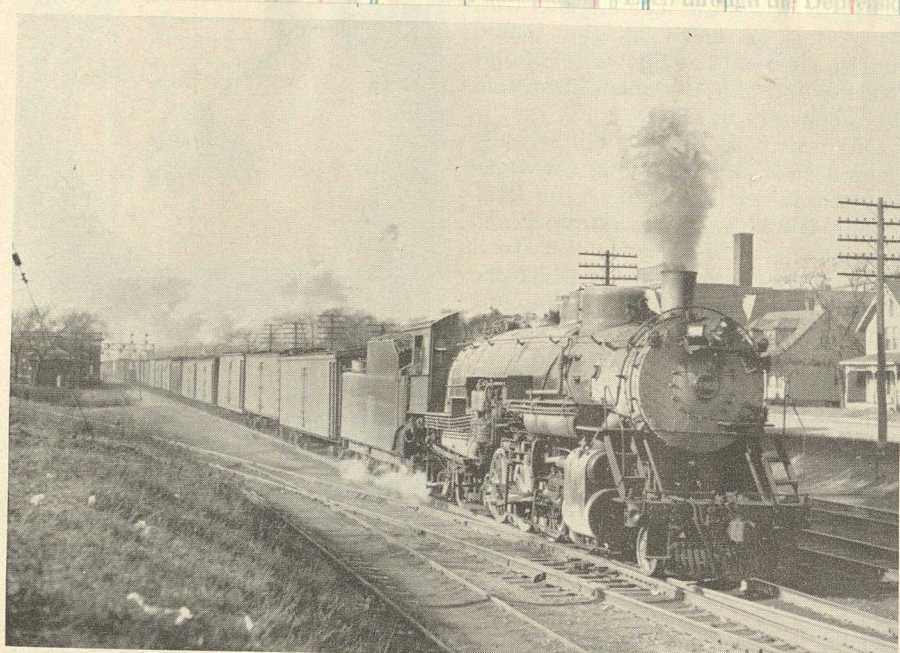
73



No. 4951, CLASS O-1A, BALDWIN 1923, AT CLYDE.

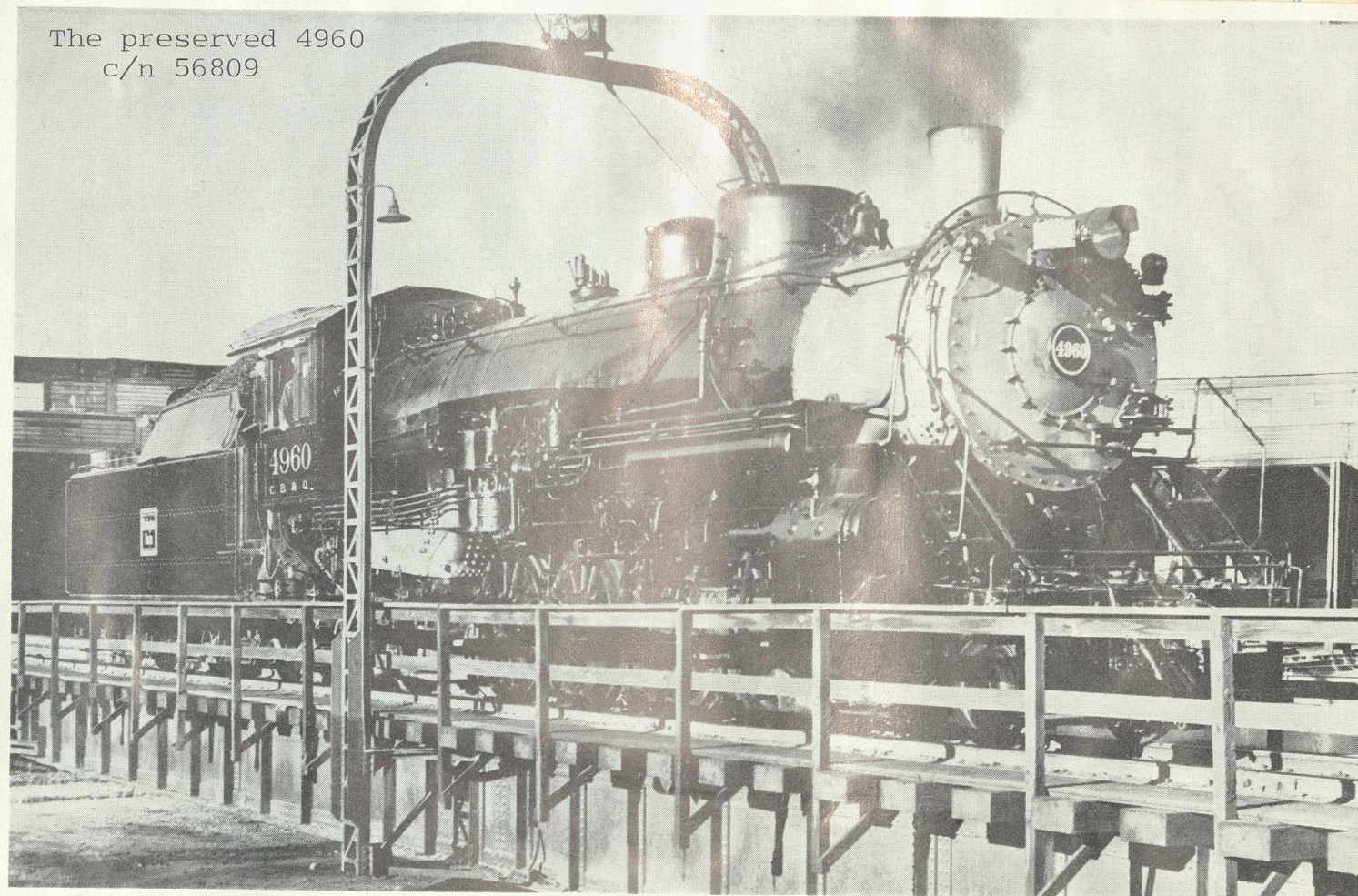


BURLINGTON ENGINES 4990 AND 4994 DOUBLE-HEADING NEAR SOMONAU, ILL.
L. E. Griffith

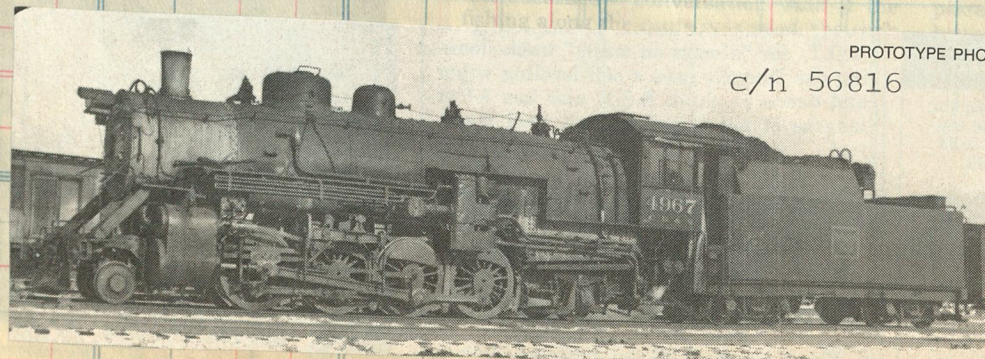
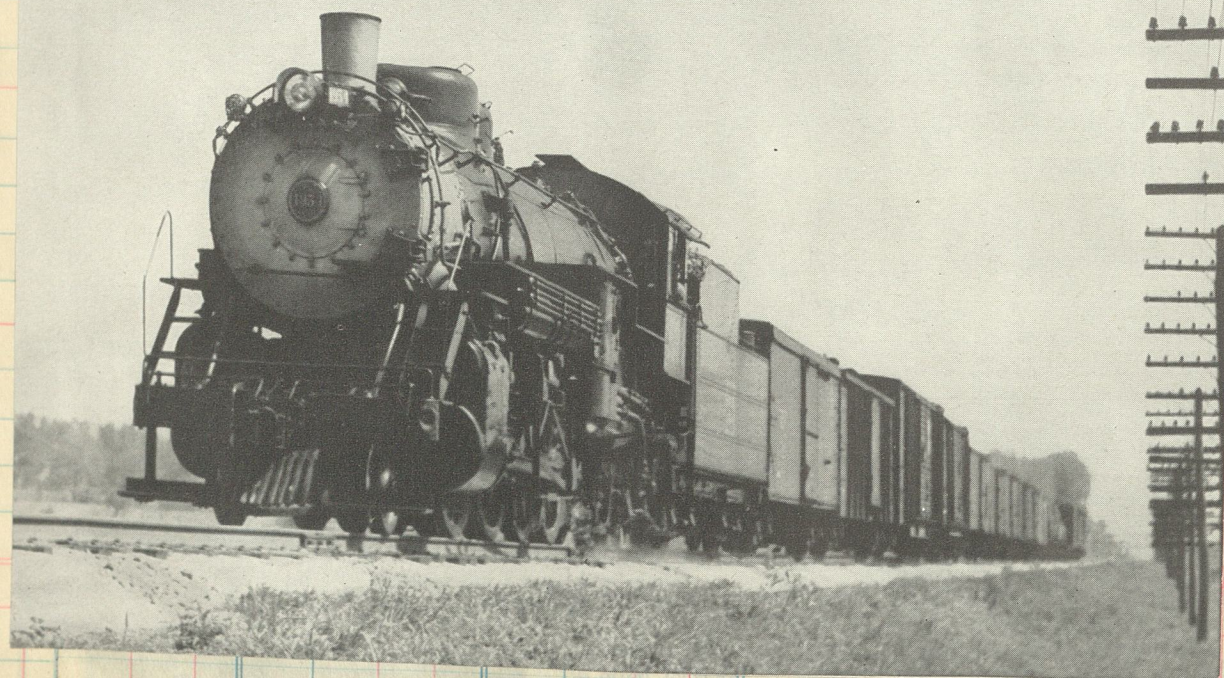


ON AN APRIL DAY in 1941 Burlington Mike No. 4960 spins through Downers Grove, Ill.
Ted Gay.

The preserved 4960
c/n 56809



The 4954 prancing along north of Granite City, Ill.

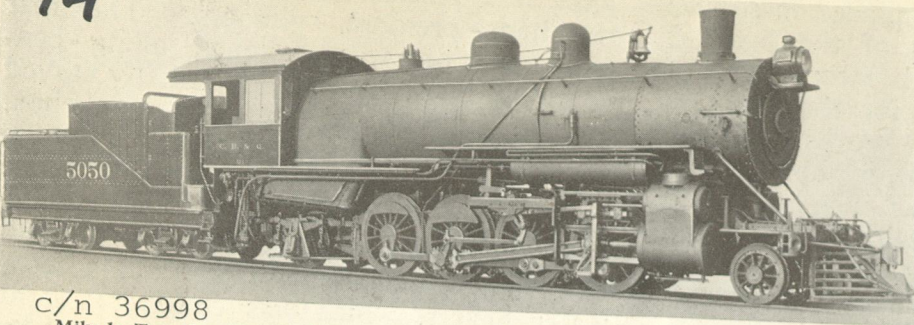


PROTOTYPE PHOTO
c/n 56816

Doing some switching at Centralia, Ill.



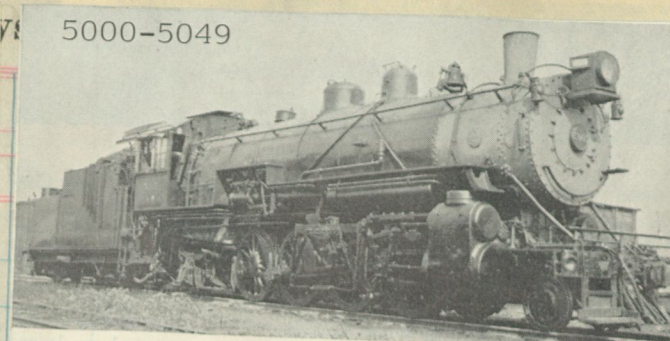
74



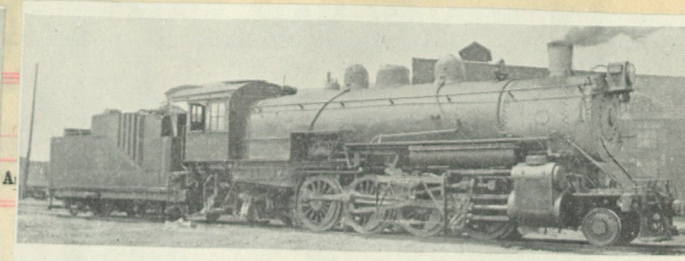
c/n 36998
Mikado Type Locomotive, Class O-1, Built by The Baldwin Locomotive Works, 1911

Cylinders 27" x 30"
Drivers, diam. 64"
Steam pressure 170 lb.
Grate area 54.2 sq. ft.
Water heating surface 3659 sq. ft.
Superheating surface 845 sq. ft.
Weight on drivers 207,000 lb.
" total engine 271,000 lb.
Tractive force 49,500 lb.

5050-5059

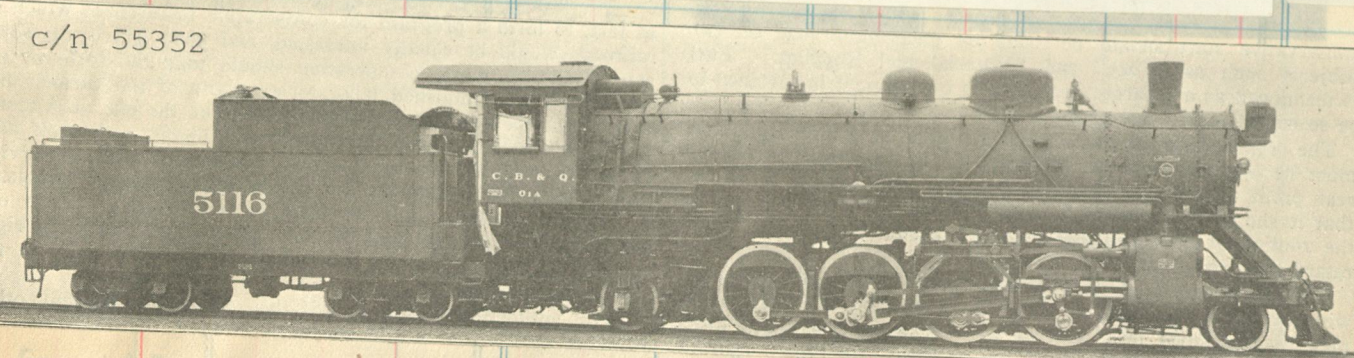


No. 5005, CLASS O-1, BALDWIN 1910, AT CLYDE.

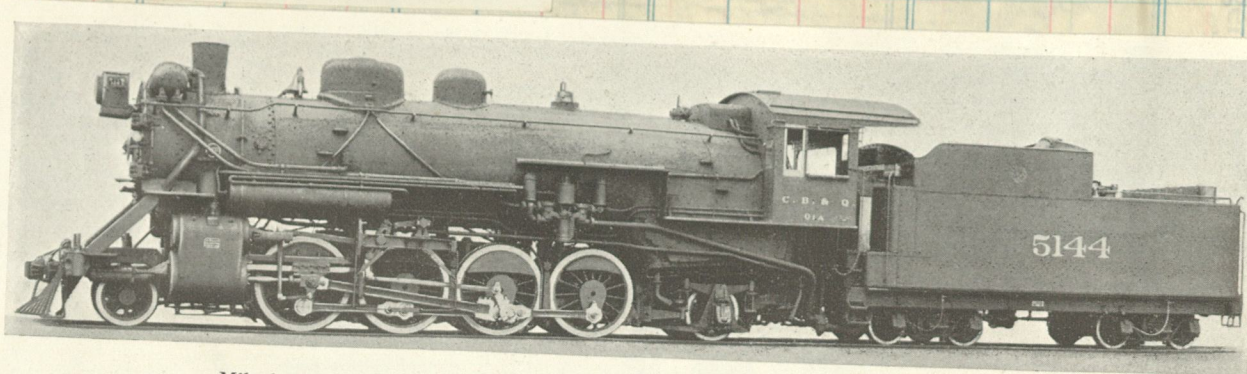


No. 5045, CLASS O-1, BALDWIN 1911 AT EOLA.

Sold	Amount	Clos. No.	Sold
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c/n 55352

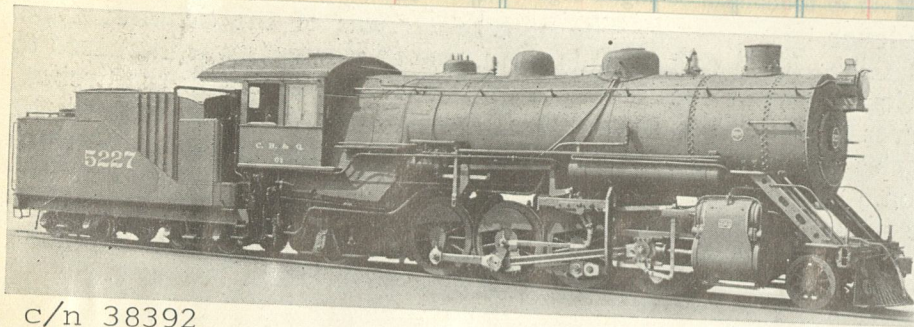


Mikado Type Locomotive, Class O-1-A, Built by The Baldwin Locomotive Works, 1922

Cylinders	27" x 30"	Tubes, number	5 1/2", 34; 2 1/4", 200	Wheel base, driving	16' 9"	Weight, total engine	305,700 lb.
Drivers, diam.	64"	" length	18' 6"	" " total engine	33' 9 1/2"	" " and	
Boiler, diam.	78"	Grate area	58.8 sq. ft.	" " " and		tender	507,700 lb.
Steam pressure	180 lb.	Water heating surface	3382 sq. ft.	tender	68' 5"	Tank capacity	10,500 U. S. gal.
Firebox	108 1/8" x 78 1/4"	Superheating surface	750 sq. ft.	Weight on drivers	231,440 lb.	Fuel	19 tons
Tubes, diam.	5 1/2" & 2 1/4"					Tractive force	52,300 lb.

5116-5147

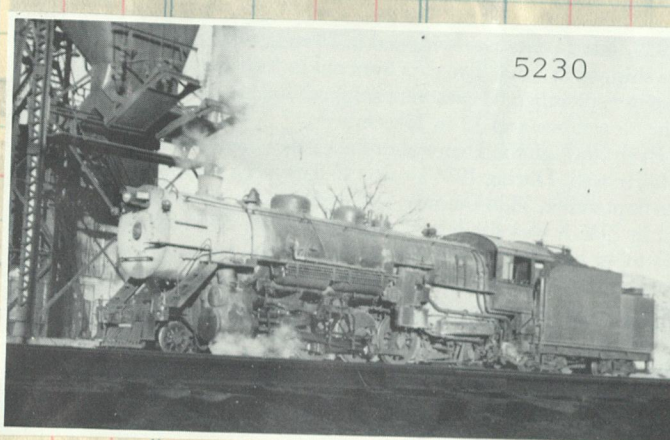
c/n 55537



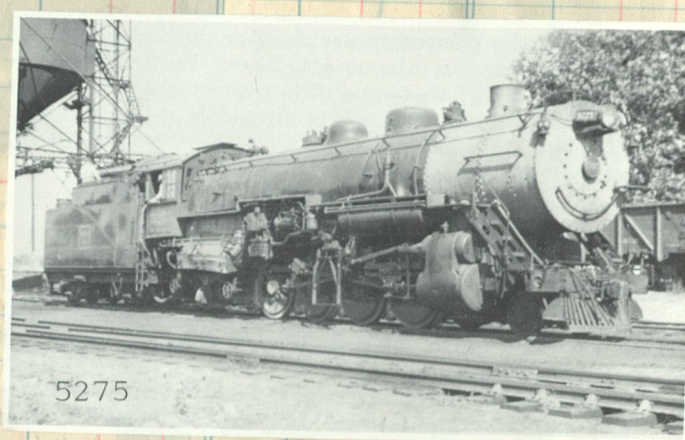
c/n 38392
Mikado Type Locomotive, Class O-2, Built by The Baldwin Locomotive Works, 1912

Cylinders 28" x 32"
Drivers, diam. 64"
Steam pressure 180 lb.
Grate area 78 sq. ft.
Water heating surface 4627 sq. ft.
Superheating surface 961 sq. ft.
Weight on drivers 231,000 lb.
" total engine 303,400 lb.
Tractive force 60,000 lb.

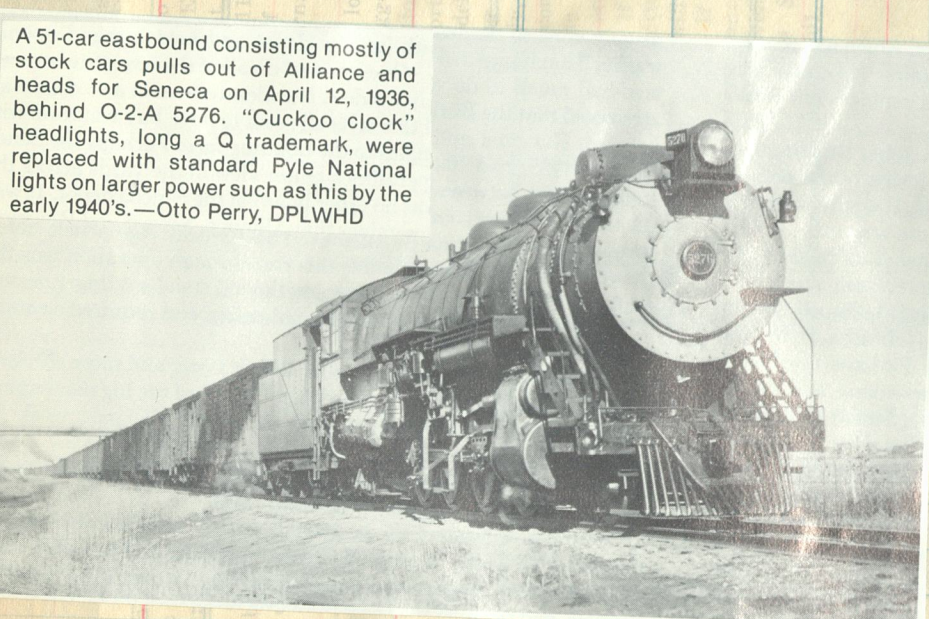
5200-5299
Rebld to O-2a 1929



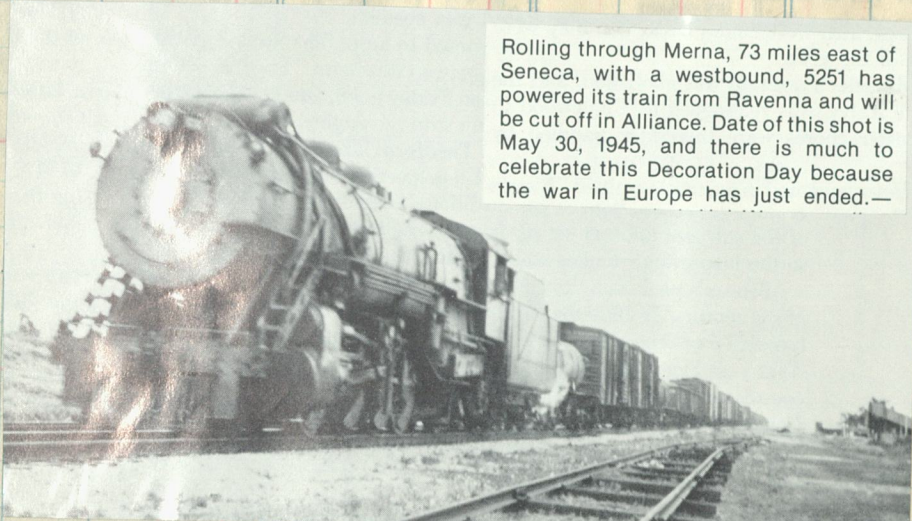
5230



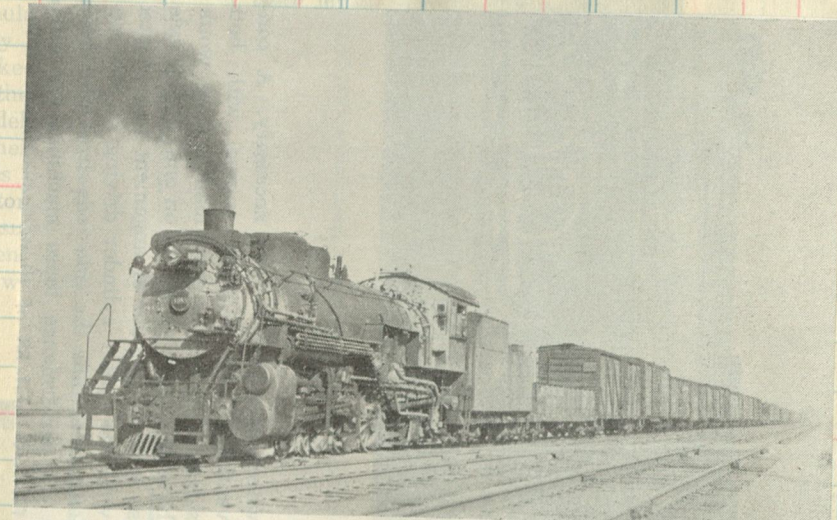
5275



A 51-car eastbound consisting mostly of stock cars pulls out of Alliance and heads for Seneca on April 12, 1936, behind O-2-A 5276. "Cuckoo clock" headlights, long a Q trademark, were replaced with standard Pyle National lights on larger power such as this by the early 1940's.—Otto Perry, DPLWHD



Rolling through Merna, 73 miles east of Seneca, with a westbound, 5251 has powered its train from Ravenna and will be cut off in Alliance. Date of this shot is May 30, 1945, and there is much to celebrate this Decoration Day because the war in Europe has just ended.—



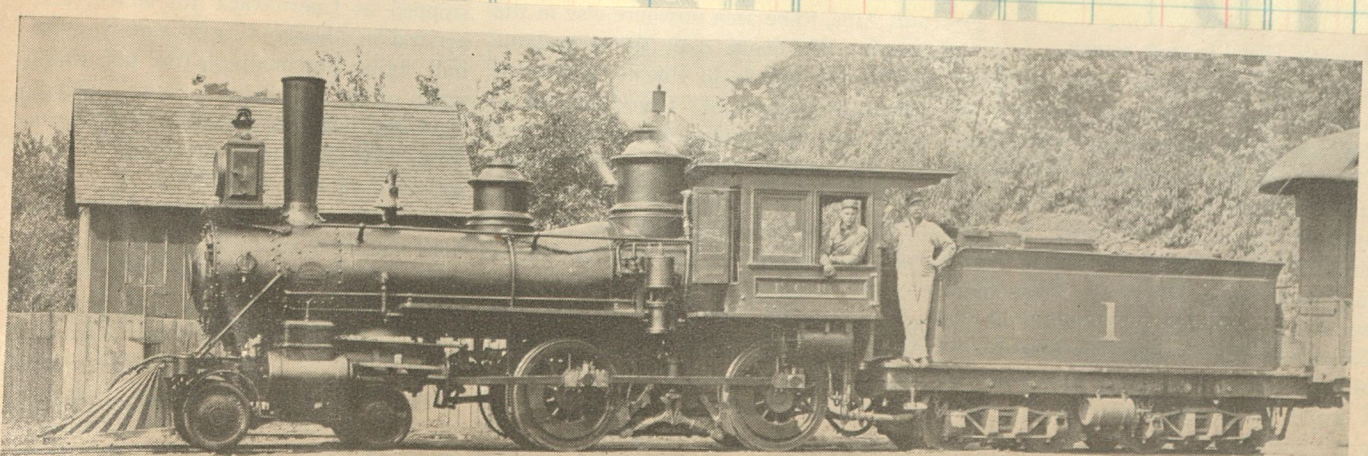
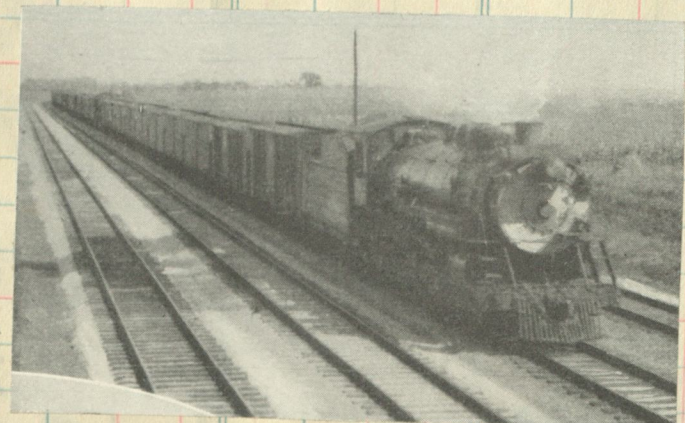
#67 into clear at Somonauk, Ill



As rebld by FGEX shops 1926



Along the Mississippi near Hannibal, Mo.

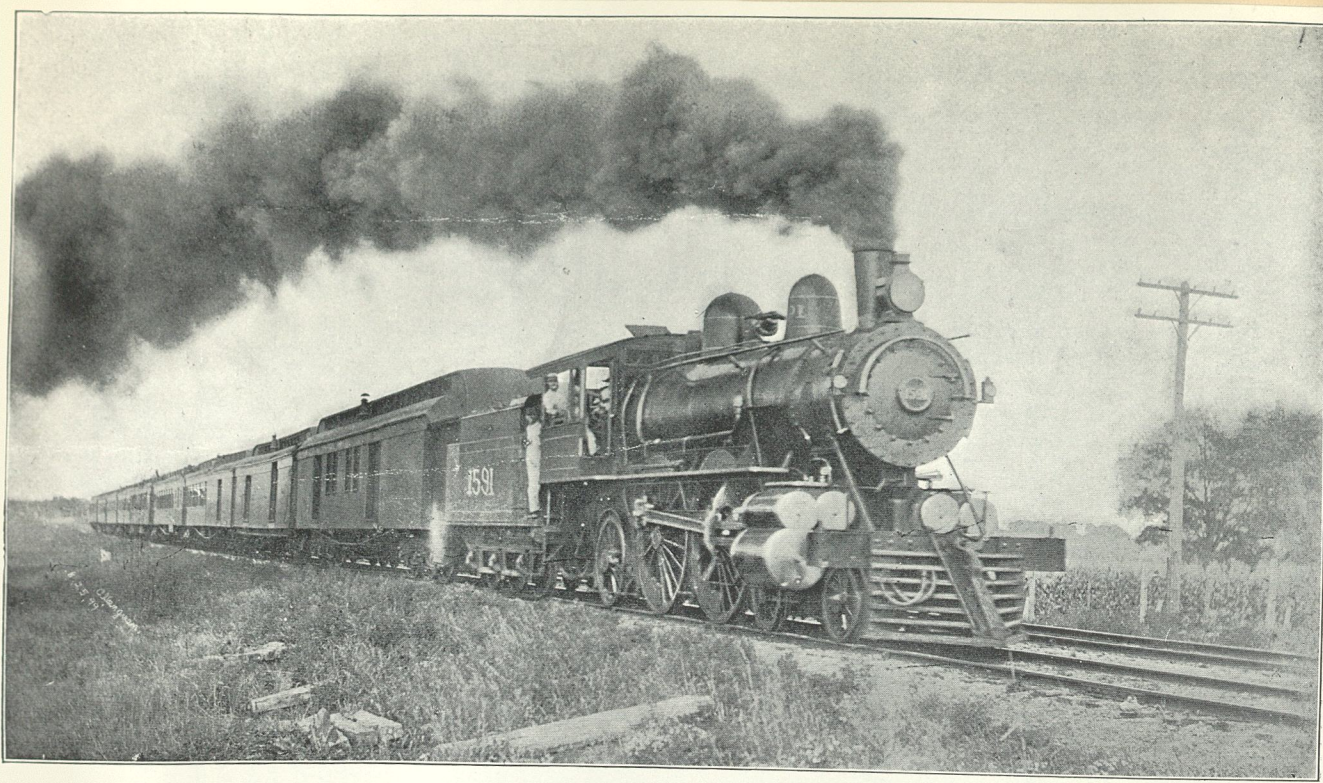


c/n 4810
BUILT FOR FULTON COUNTY NARROW GAUGE RAILWAY
Locomotive 1 was a Baldwin product built 1879 rebuilt by the Chicago, Burlington & Quincy in 1902. Photograph was taken at Galesburg, Ill., in 1903.



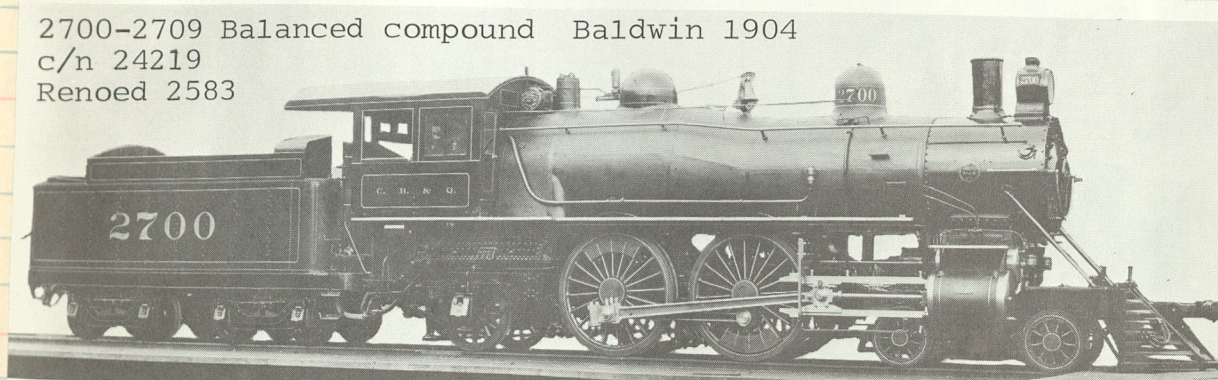
C. E. Perkins (right) and W. S. Ladd in car 200 in the spring of 1903, after Perkins had retired as president. He was then a director.

R. C. Overton collection.

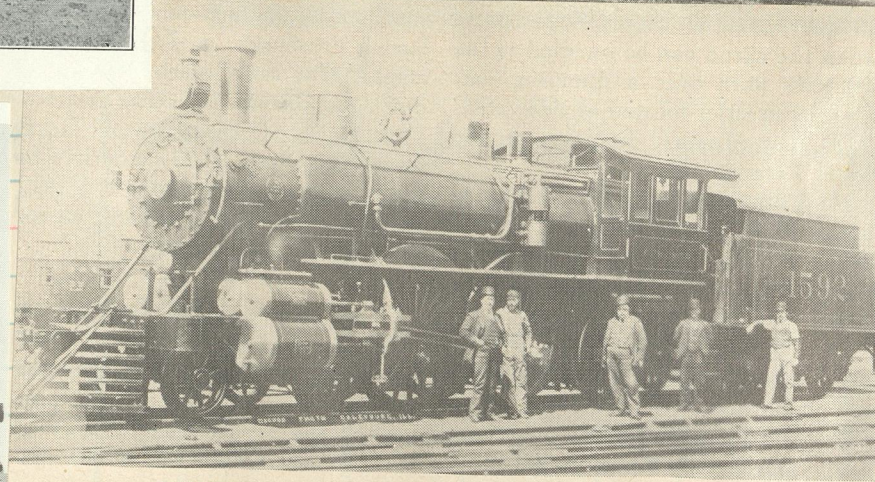
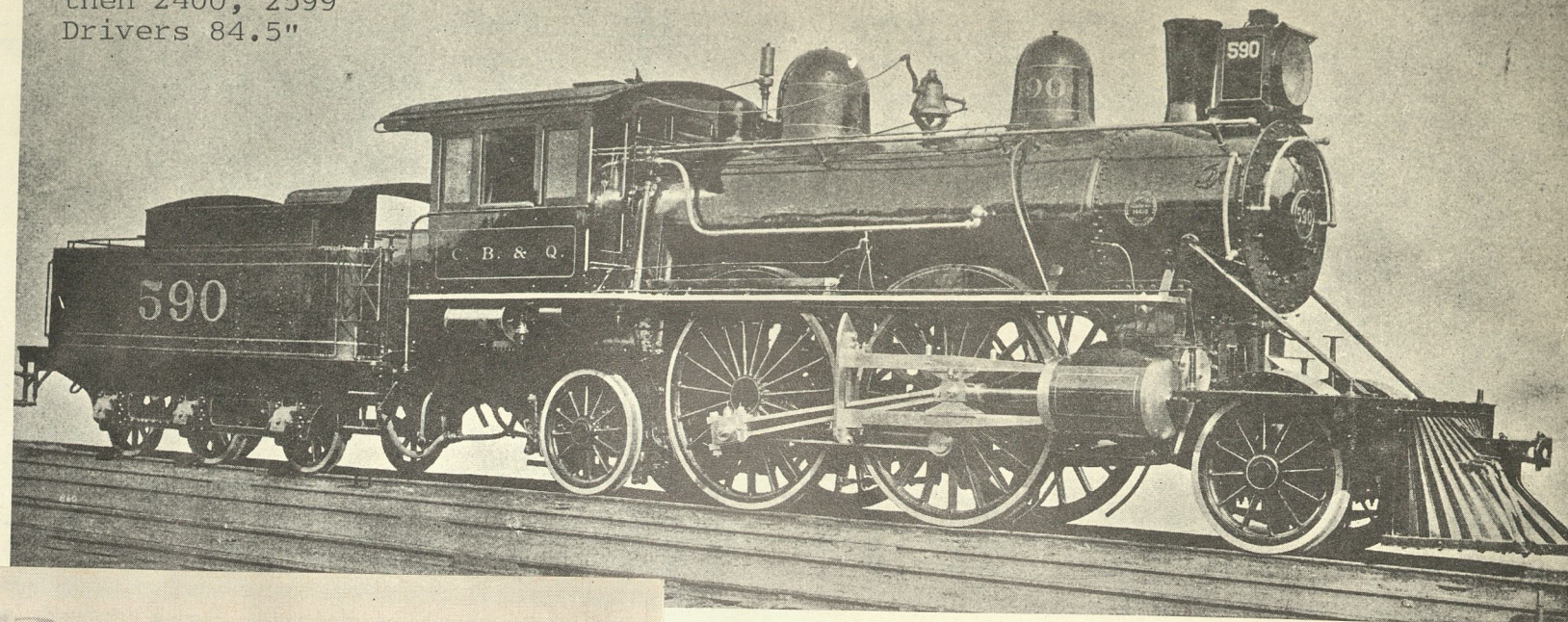


ATLANTIC TYPE LOCOMOTIVE, CHICAGO, BURLINGTON & QUINCY RAILROAD.

2700-2709 Balanced compound Baldwin 1904
c/n 24219
Renoed 2583



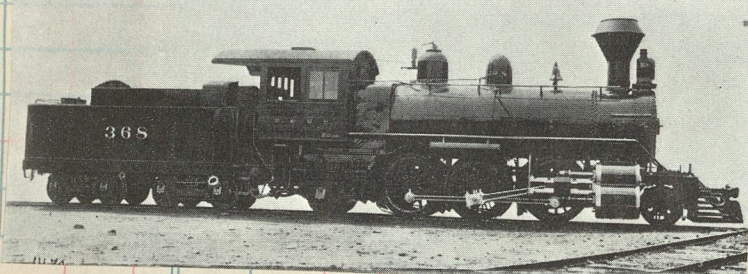
Baldwin 1895 c/n 14410
Rebld to 4-4-2 in 1905 renoed 1590
then 2400, 2599
Drivers 84.5"



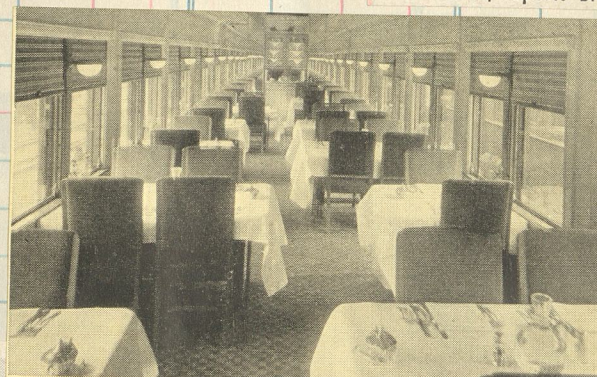
OLD CHICAGO, BURLINGTON & QUINCY ENGINE 1592
Standing beside this engine was one of its early crews. (Left to right) J. V. Murry, road foreman; Jim Johnson, engineer; Brown Collins, pilot; A. N. Wilsie and F. J. Combers, clerks, reports Brother W. J. Kirk, Div. 644, who submitted the old photo.



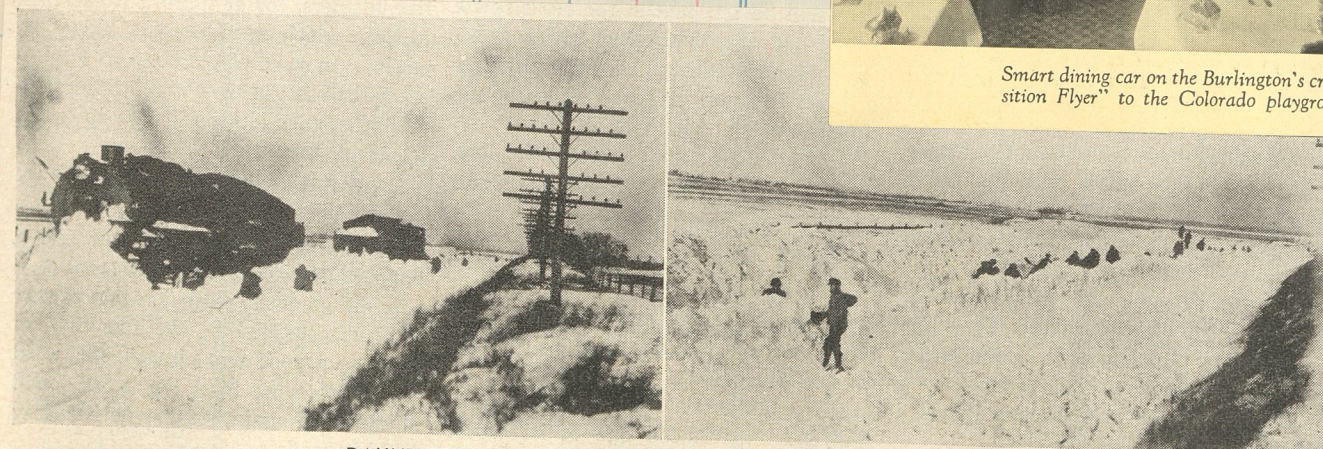
A pair of 4-4-2's, 2571 & 2564, depart Alliance with Trns 303 & 31 on July 5, 1931



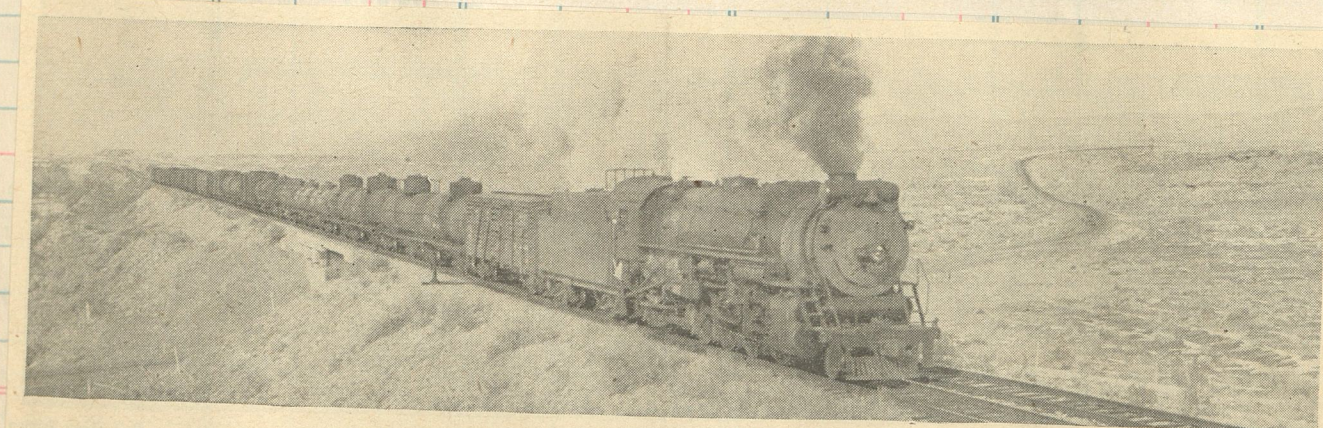
B&MR 368 cmpd Baldwin 1901 c/n 18956
To CB&Q 1757 Reblt as 0-6-0 1920



Smart dining car on the Burlington's crack "Exposition Flyer" to the Colorado playgrounds.

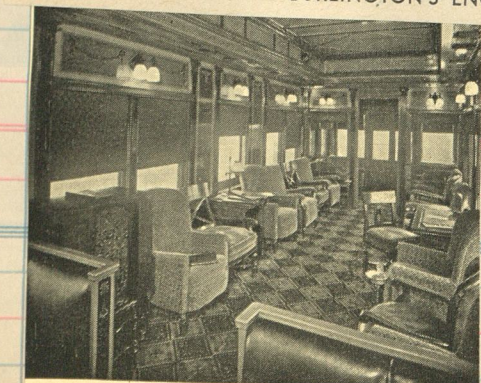


DAUNTLESS MEN TAKE OVER WHERE SNOW PLOWS FAIL
These pictures taken three miles west of Mendota, Ill., on January 12, 1918, are evidence that the snow storm of that year was one of the most severe in the history of the Burlington Railroad.



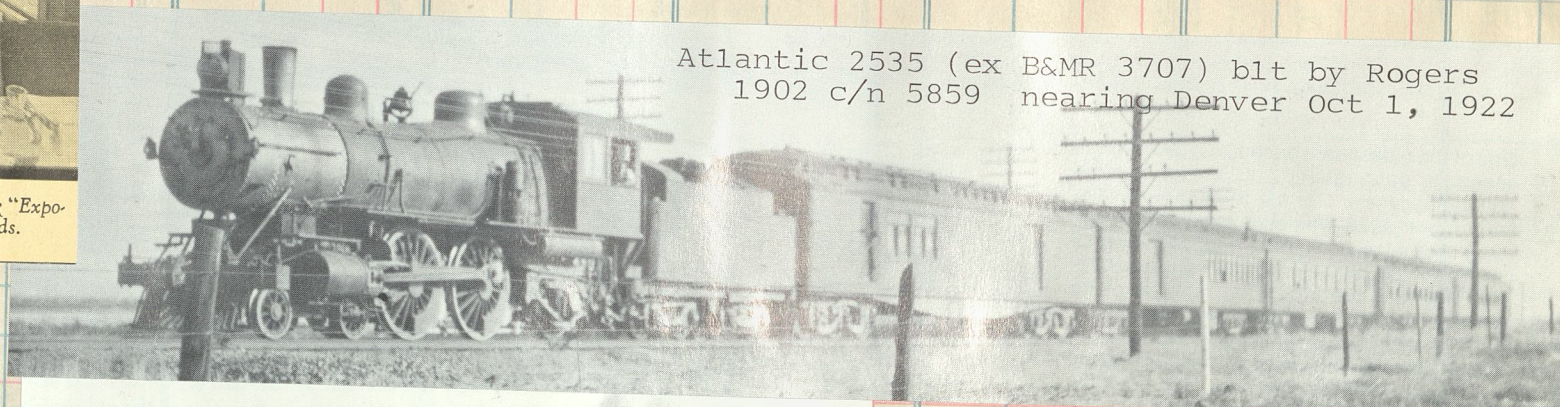
BURLINGTON'S ENGINE 5511 HAULING FREIGHT THROUGH WYOMING

W. R. McGee



Solarium-observation lounge car on the "Exposition Flyer," ... a pleasant place enroute.

5632 with a fan trip at Creston, Ia 4/1/63



Atlantic 2535 (ex B&MR 3707) blt by Rogers 1902 c/n 5859 nearing Denver Oct 1, 1922



Creston (1912)



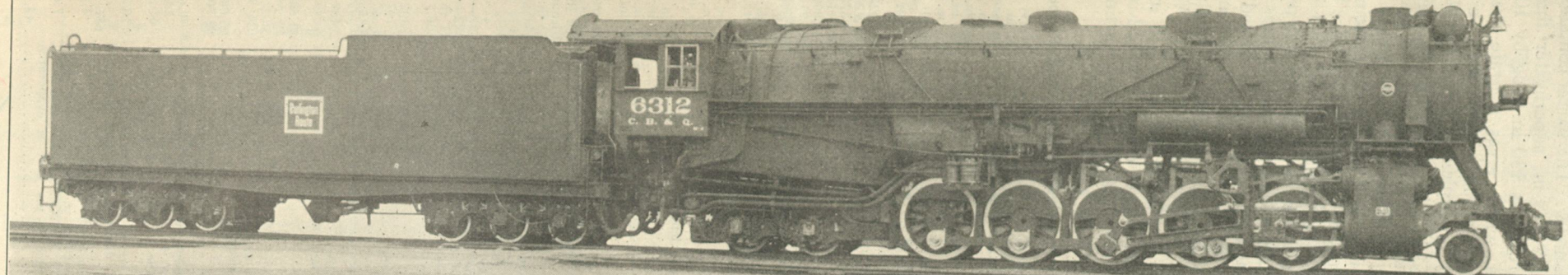
Creston, Ia



Robust 7011 [4-8-2] takes Trn #10 out of Denver on August 29, 1926

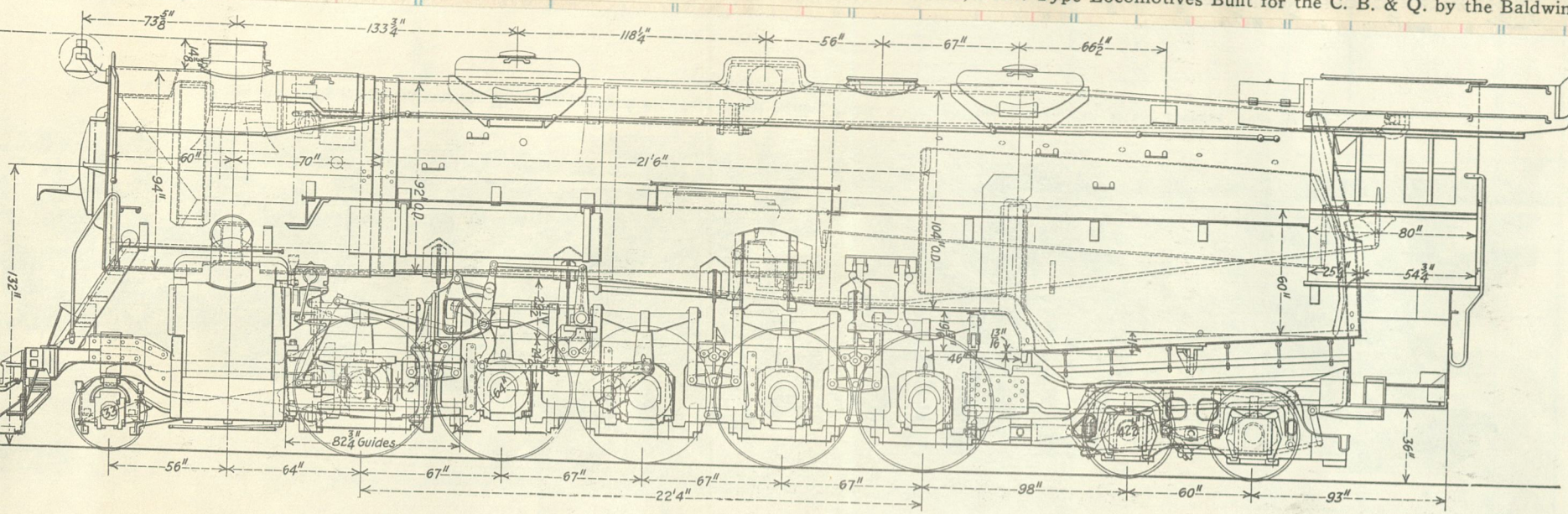
SELLER			
DATE			
FORM	DESTINATION	Amt.	Con.

6310-6321 Class M-4 c/n 60252 Baldwin 1927

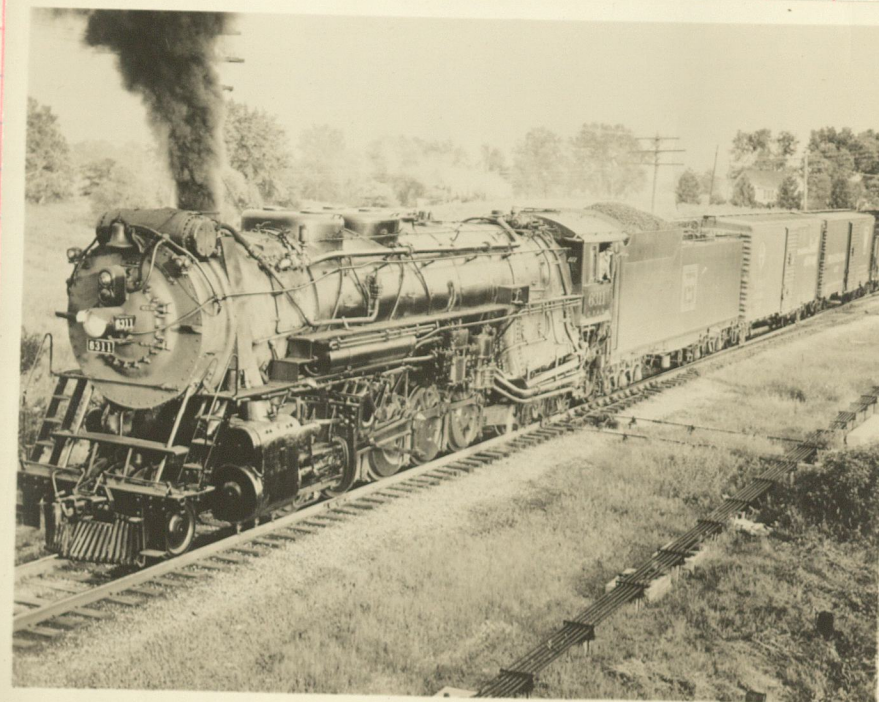


Cylinders	31" x 32"	Grate area	106.5 sq. ft.	Weight on drivers	355,510 lb.
Drivers, diam.	64"	Water heating surface	5904 sq. ft.	Weight, total engine	511,710 lb.
Steam pressure	250 lb.	Superheating surface	2487 sq. ft.	Tractive force	90,000 lb.

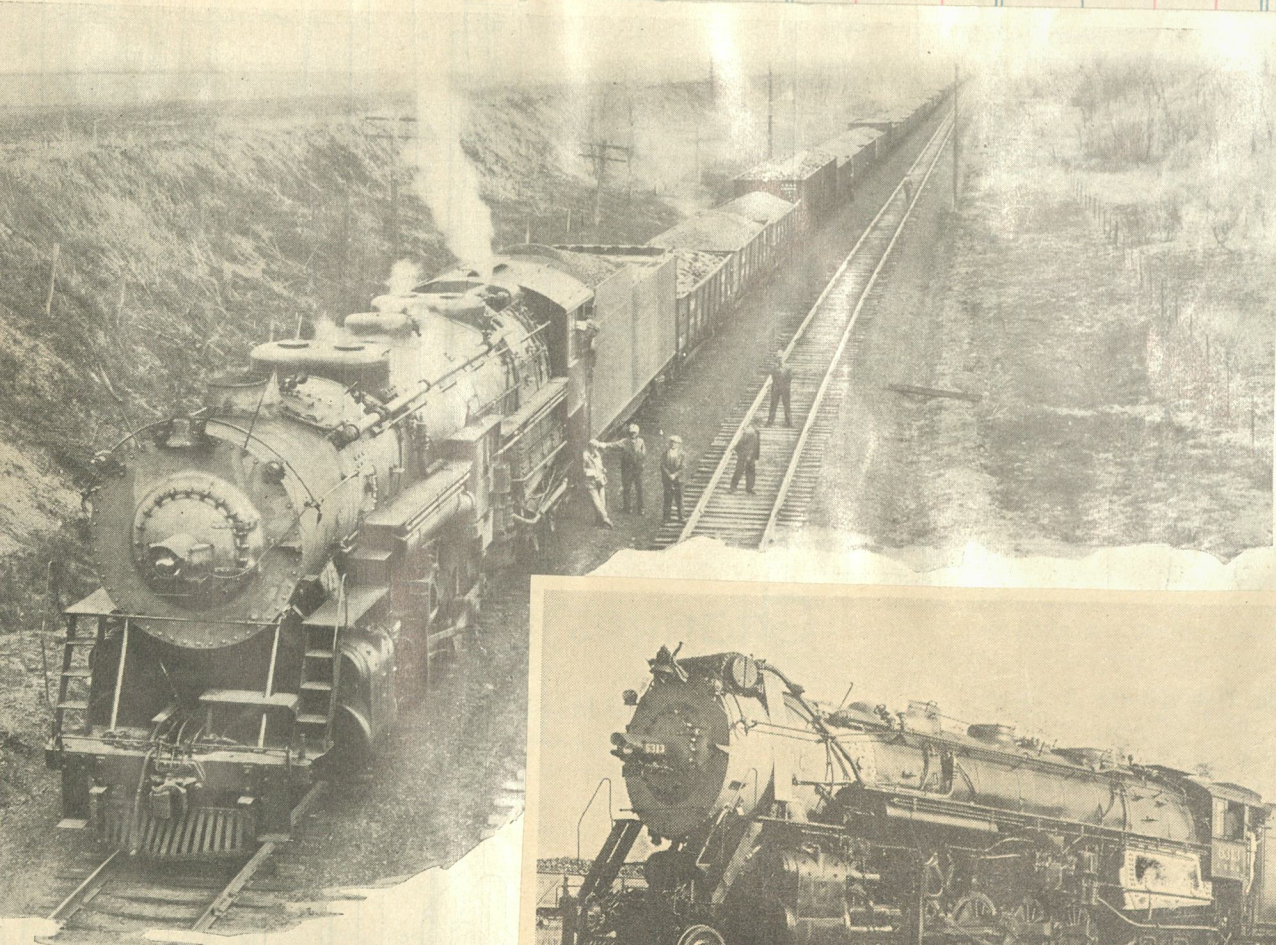
One of the 12, 2-10-4 Type Locomotives Built for the C. B. & Q. by the Baldwin Locomotive Works



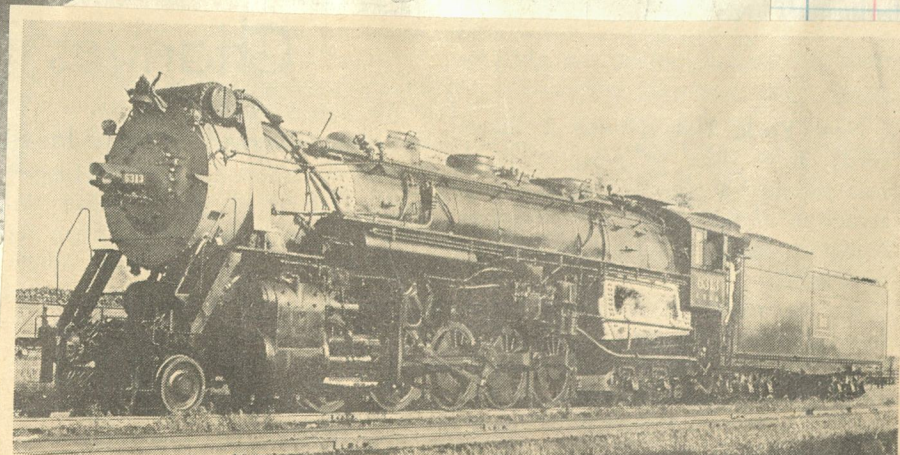
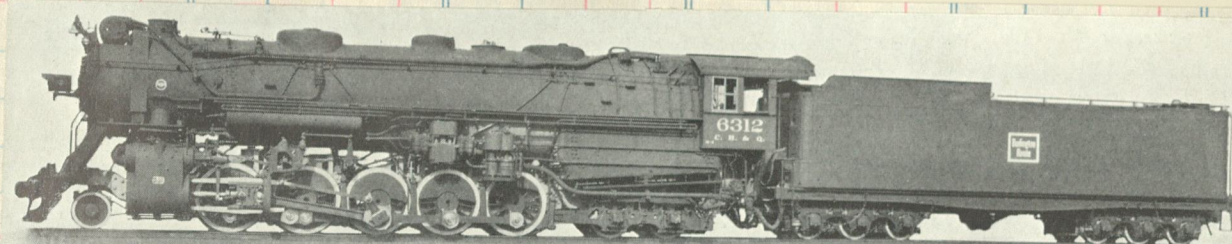
Chicago, Burlington & Quincy freight locomotive No. 6312, Class M-4, equipped with limited cut-off. Built by the Baldwin Locomotive Works in 1927.



*Central
Calif. Ill.*



& Q. Locomotive in Heavy Freight Service



CHICAGO, BURLINGTON & QUINCY'S ENGINE 6313 AT GALESBURG, ILL. Lamar N. Kelley



BURLINGTON & QUINCY ENGINE 6323 HAULING FAST FREIGHT UP THE GRADE NEAR KEENESBURG, COLO. Joseph Schiel

6322-6327
Baldwin 1929
c/n 60770



T

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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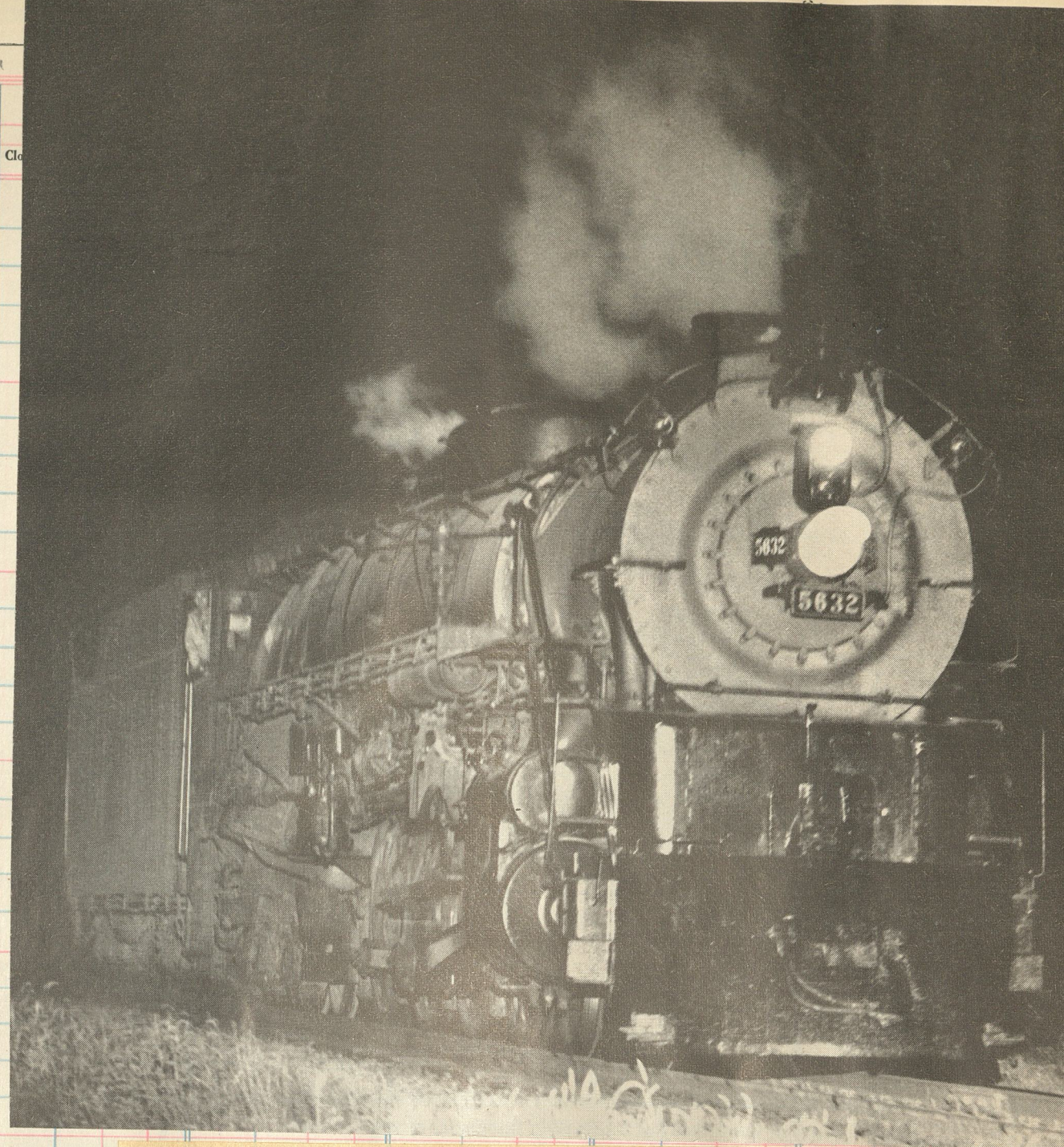
Clos. No.

Clo

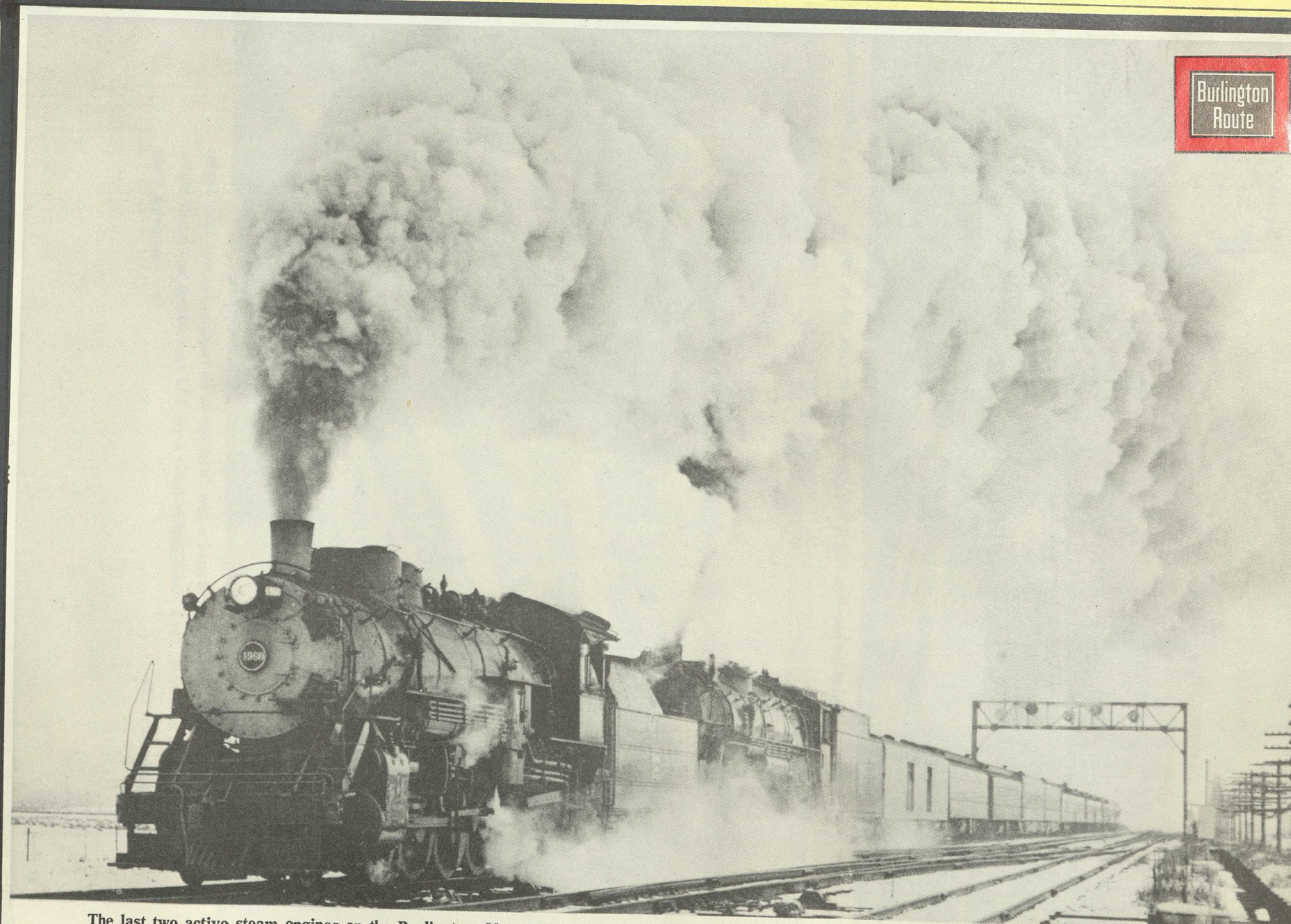
Sold Amount



The 4960 works a Denver-FtCollins R/T special on May 12, 1963



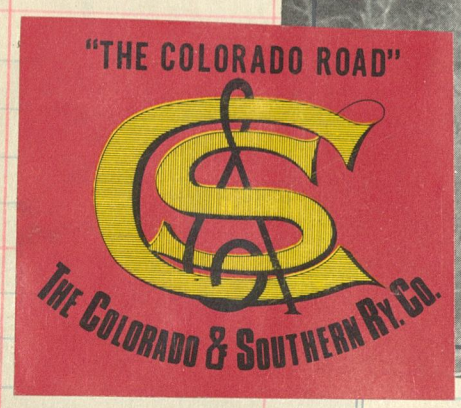
Running light thru Farley, Mo. October 1960



The last two active steam engines on the Burlington, No. 4960 and 5632, team up to give the rail fans a thrill on a recent winter fan trip. How long before the hiss of steam and the mournful cry of the whistle will be still forever?
— Railroad Pictures

COLORADO AND SOUTHERN

THE SHORTEST TIME
TO TEXAS AND
GULF COAST POINTS

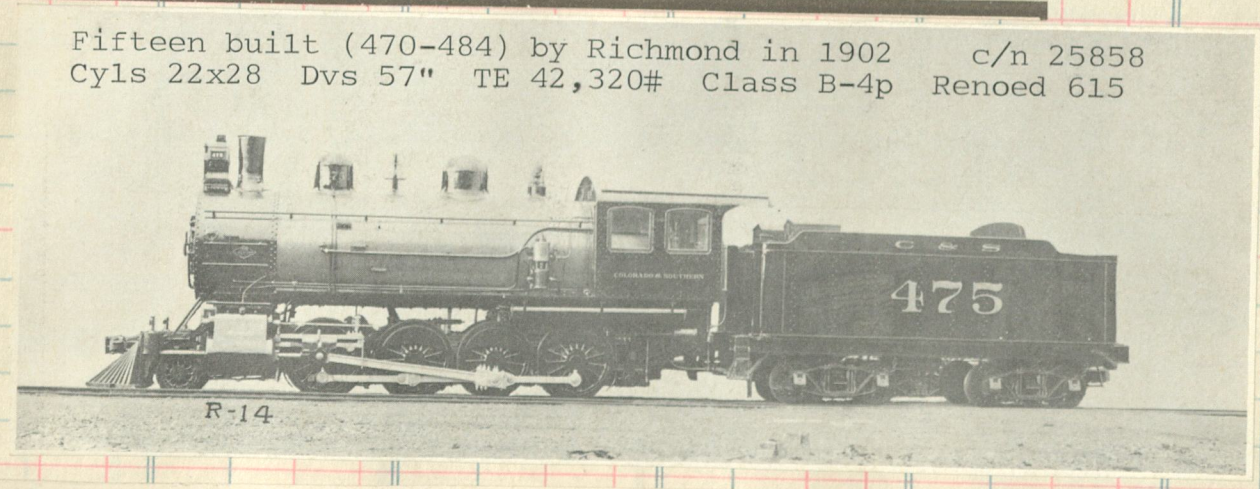


OAK CREEK CANYON

Extra 905 (2-10-2) makes a most impressive panorama as she swings her train thru a sweeping curve in Oak Creek Canyon, New Mexico

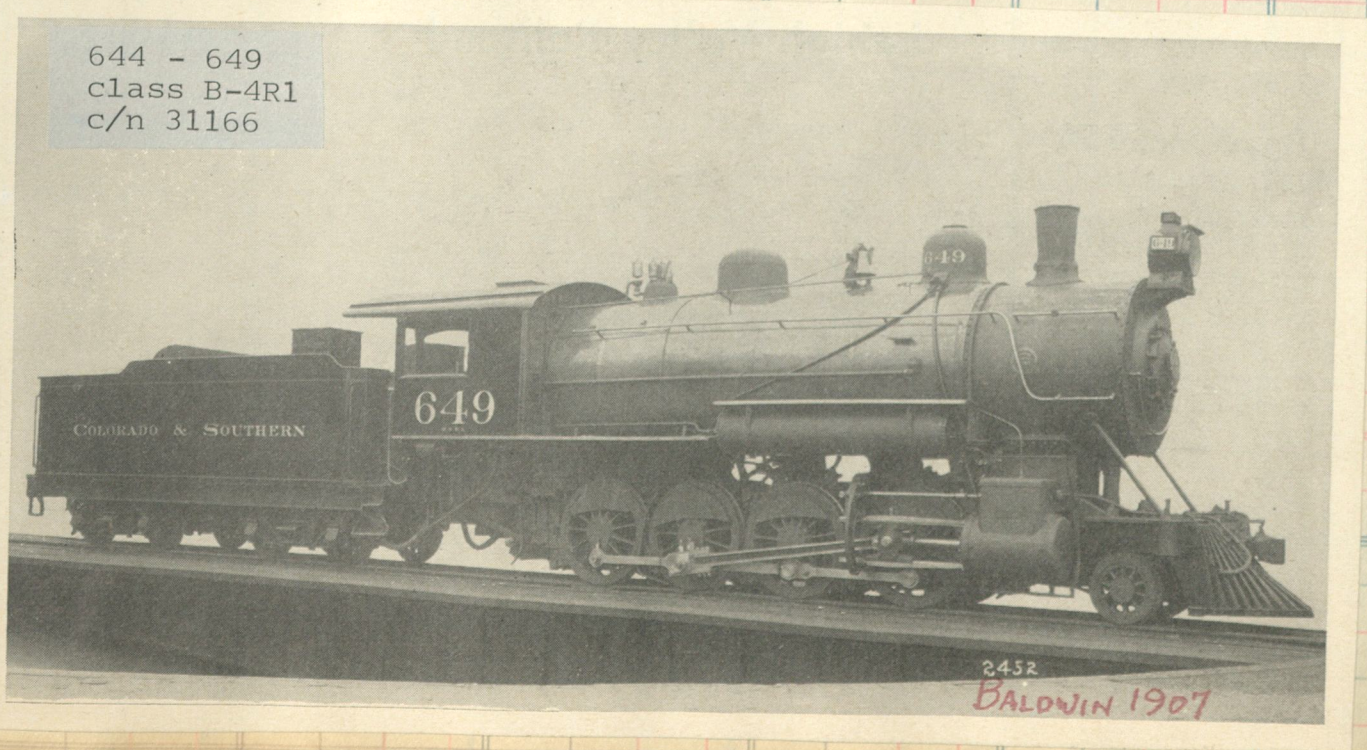


Extra 900 south, near Palmer Lake, Colo.



Fifteen built (470-484) by Richmond in 1902 c/n 25858
Cyls 22x28 Dvs 57" TE 42,320# Class B-4p Renoed 615

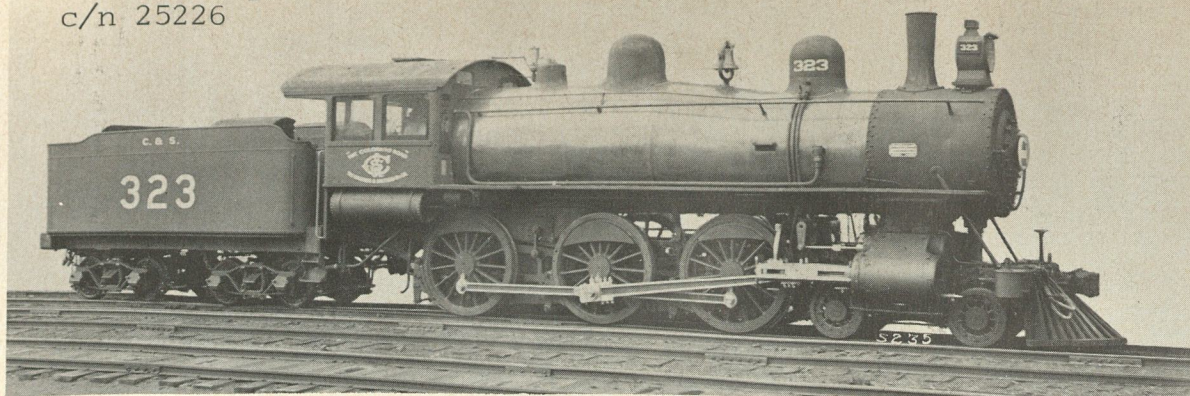
R-14



644 - 649
class B-4R1
c/n 31166

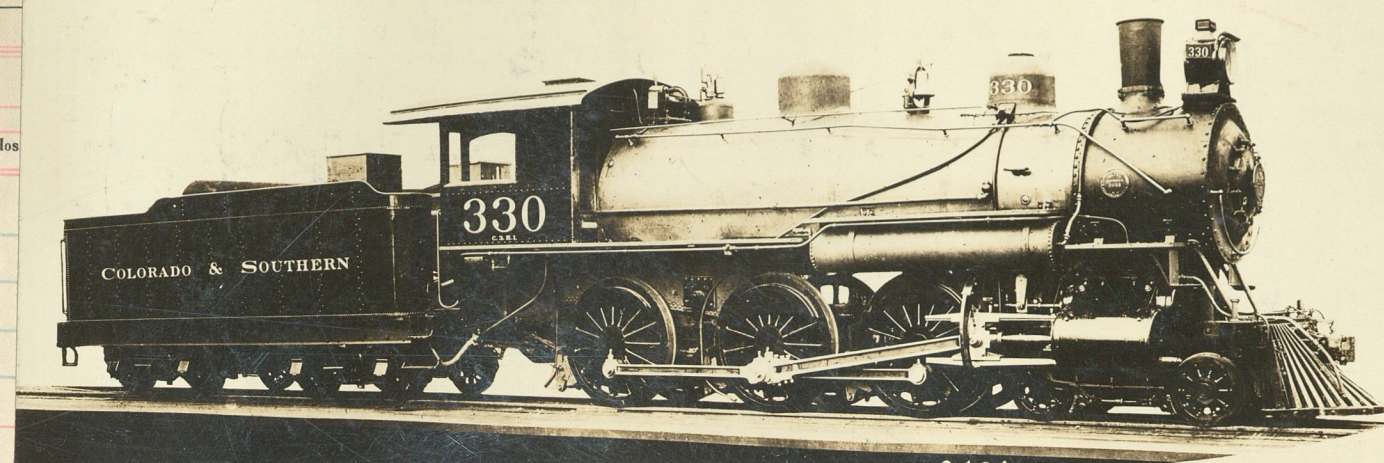
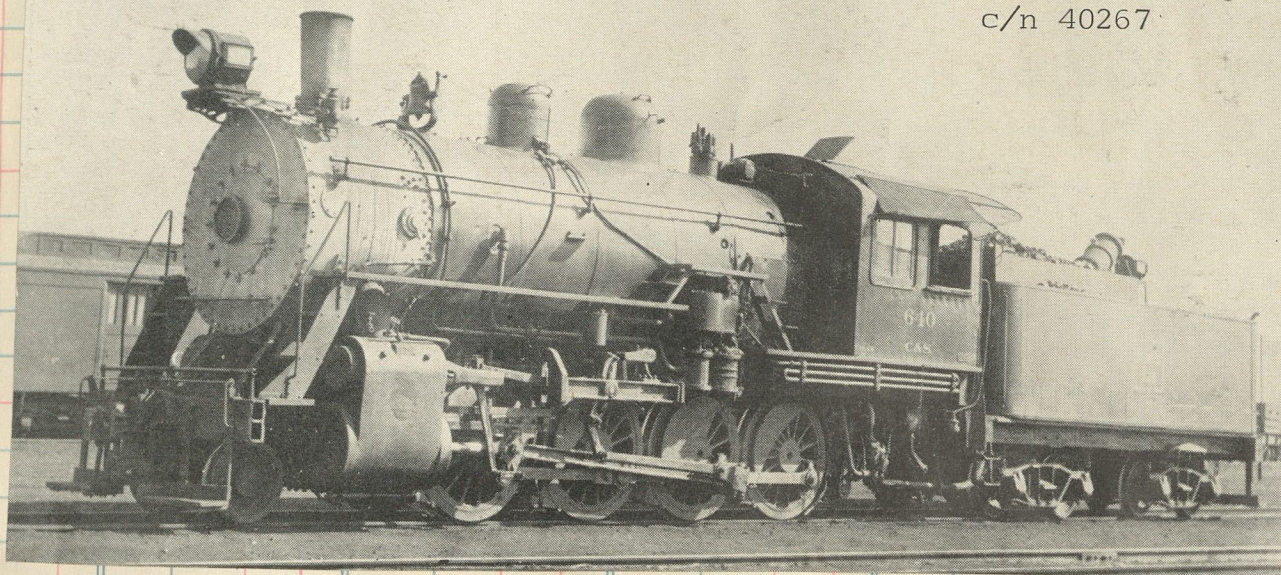
2452
BALDWIN 1907

Schenectady 1902
c/n 25226



Clos.	No.	Sold	Amount	Clos.

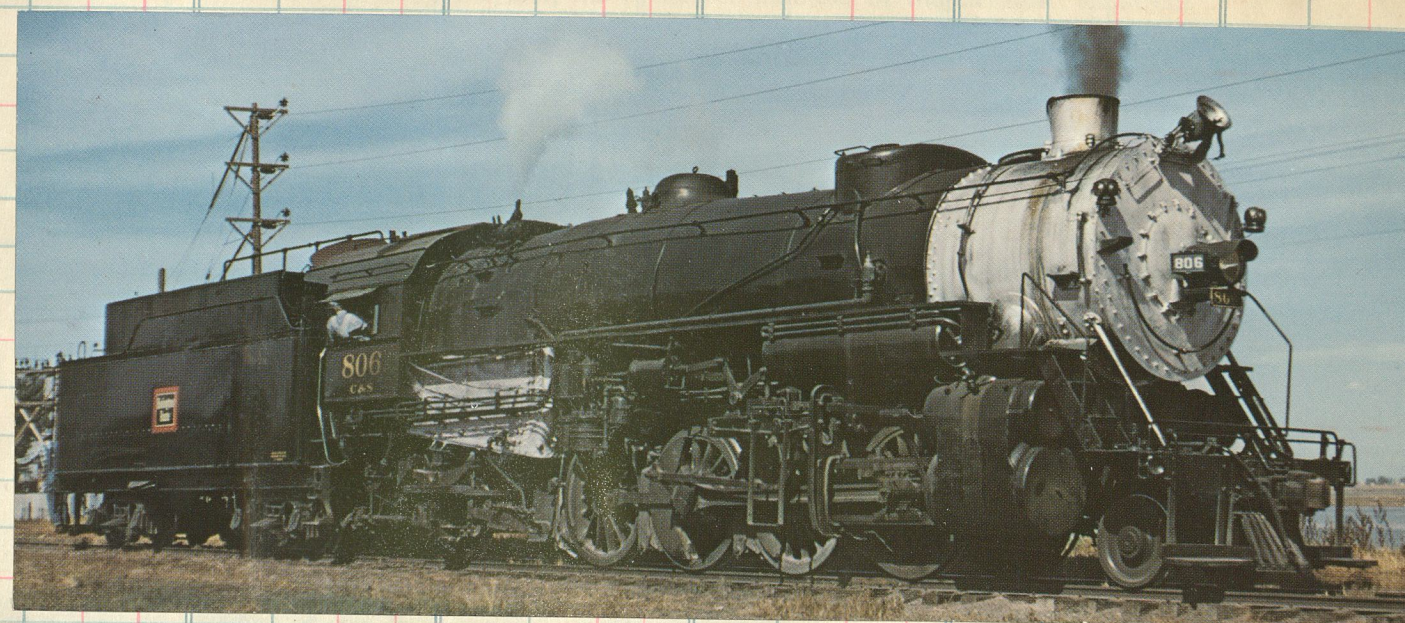
625-643 Brooks 1906
c/n 40267



79

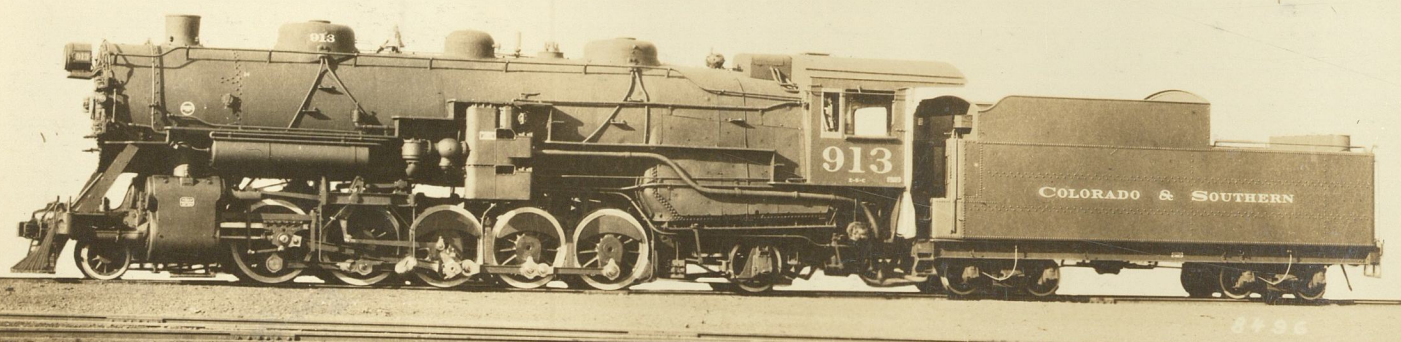
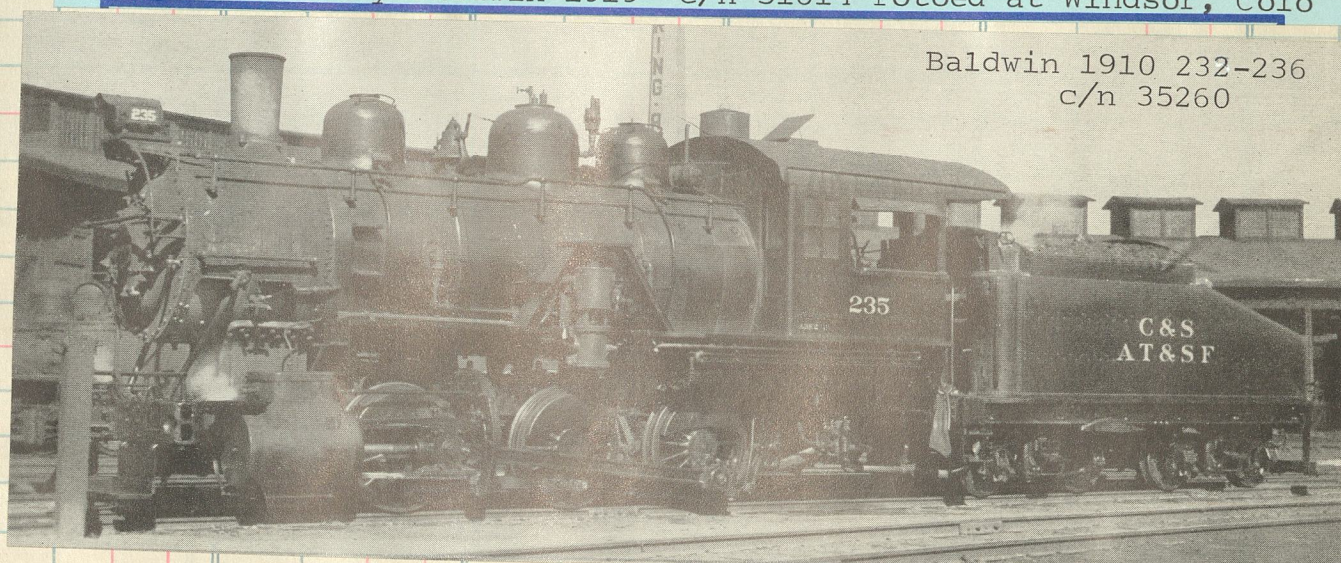
Amount

Ten wheeler 330 came from Baldwin in 1907 c/n 31153



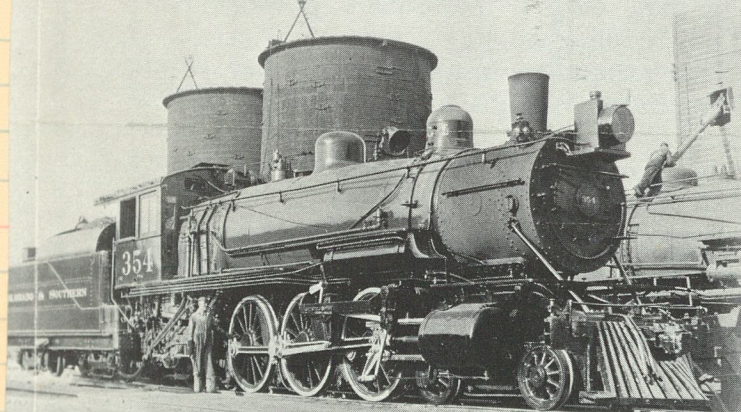
In 1957 the C&S purchased six Burlington Mikes. #806 (2nd) was Q #5507 blt by Baldwin 1919 c/n 51614 fotoed at Windsor, Colo

Baldwin 1910 232-236
c/n 35260



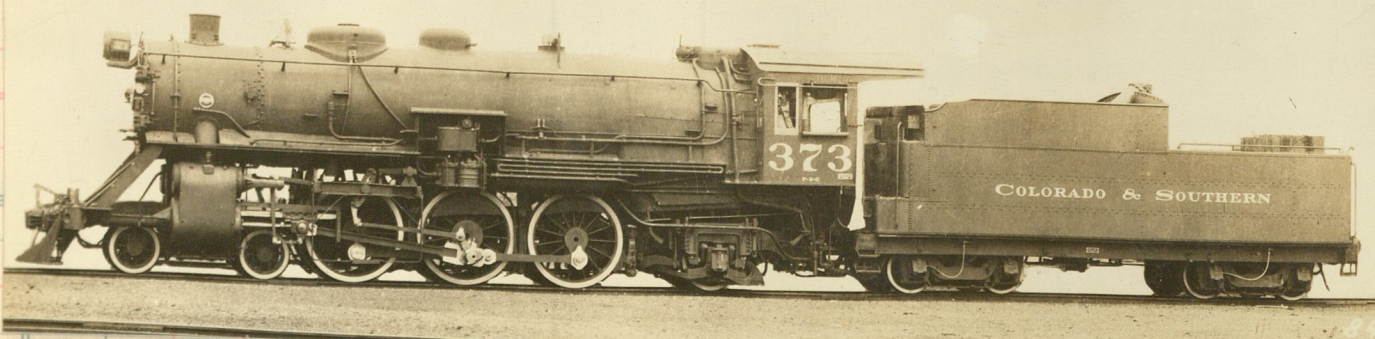
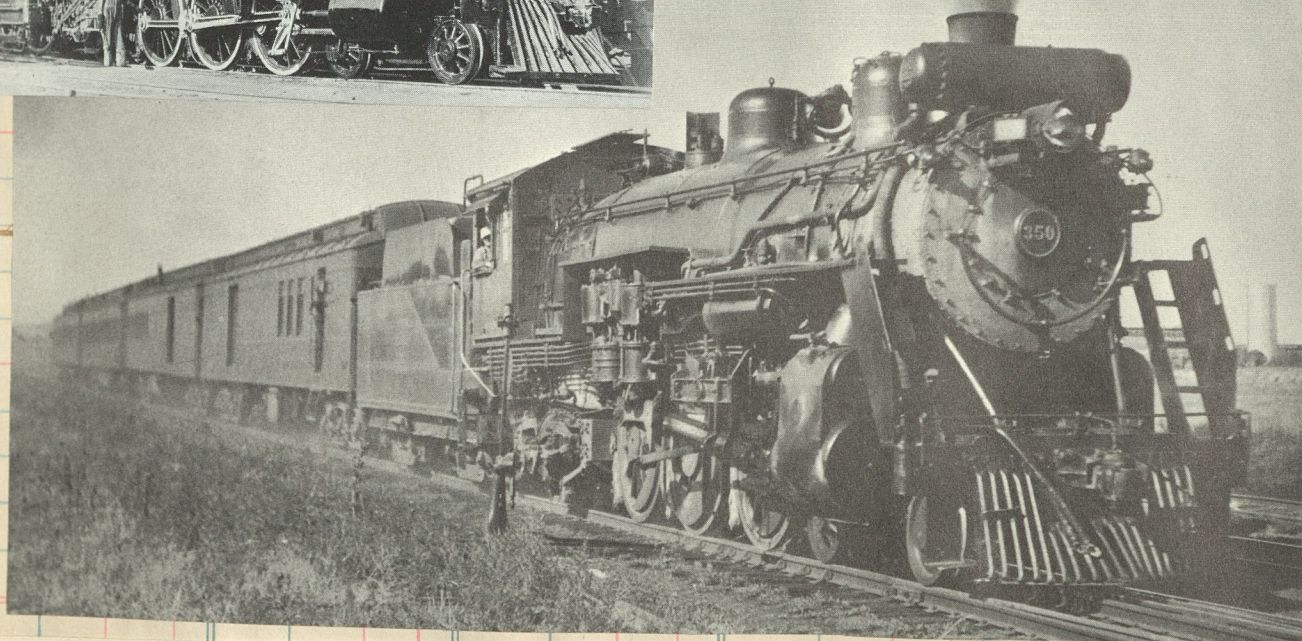
In 1922 Baldwin delivered five [910-914] enormous Santa Fes, the final engines built for the C&S c/n 55624

Baldwin 1910 c/n 35797



The first 4-6-2's on the C&S were noed 350-354. The 354 at Denver in 1915 and 350 as she appeared in the late 30's. #354 destroyed in head-on with Q 2-8-2 #5206 near Folsom, N.M. 2/16/38. The 350 badly damaged when fell in Cole Creek near Casper, Wyo. with Trn #29 9/27/23

Behind a pair of sturdy Pacifics, No 30 streaks down the tablelands just north of her Denver terminal with passengers from Billings, Casper and Cheyenne.

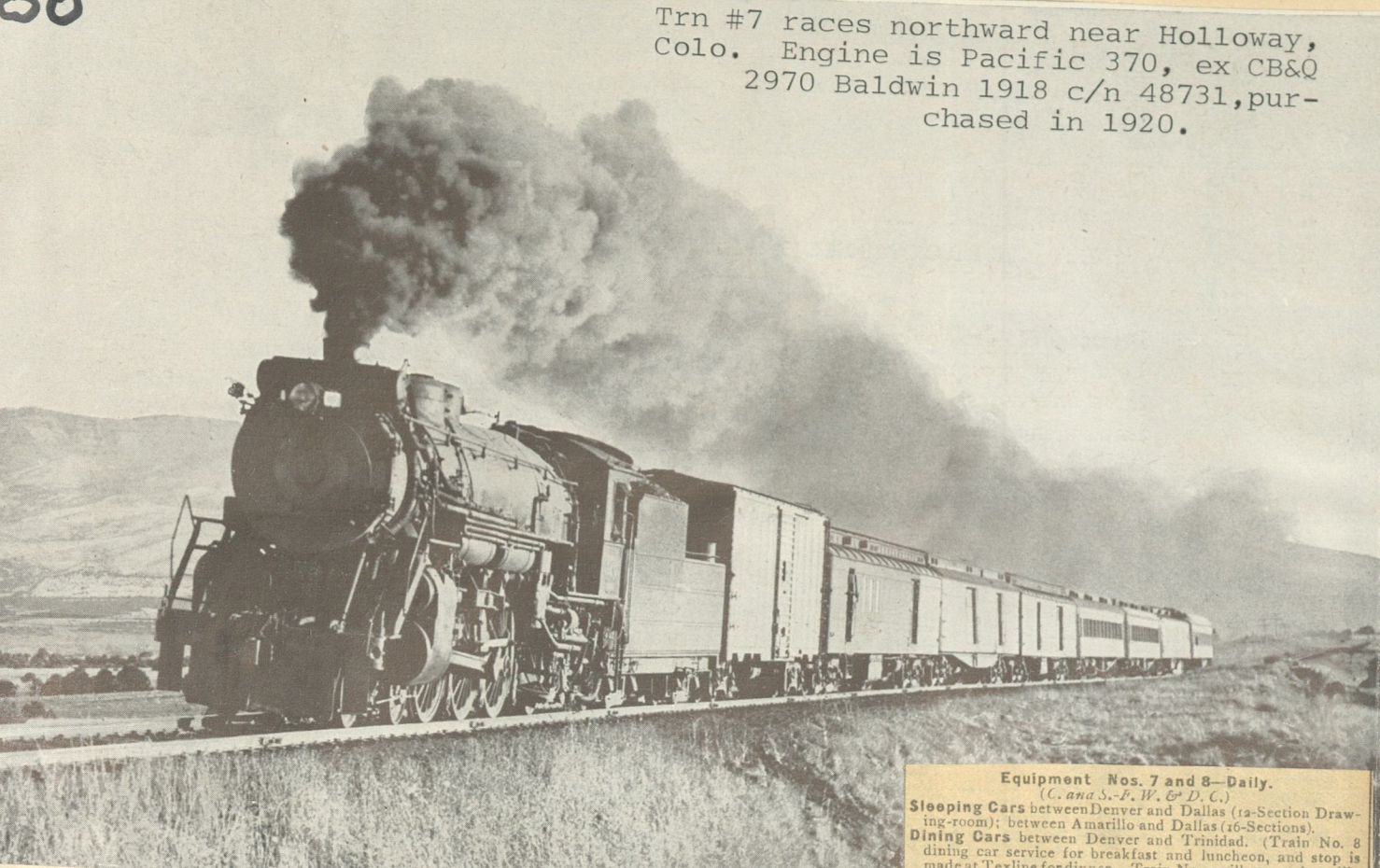


The last passenger engines received by the C&S were three Pacifics (373-375) delivered by Baldwin 1922.

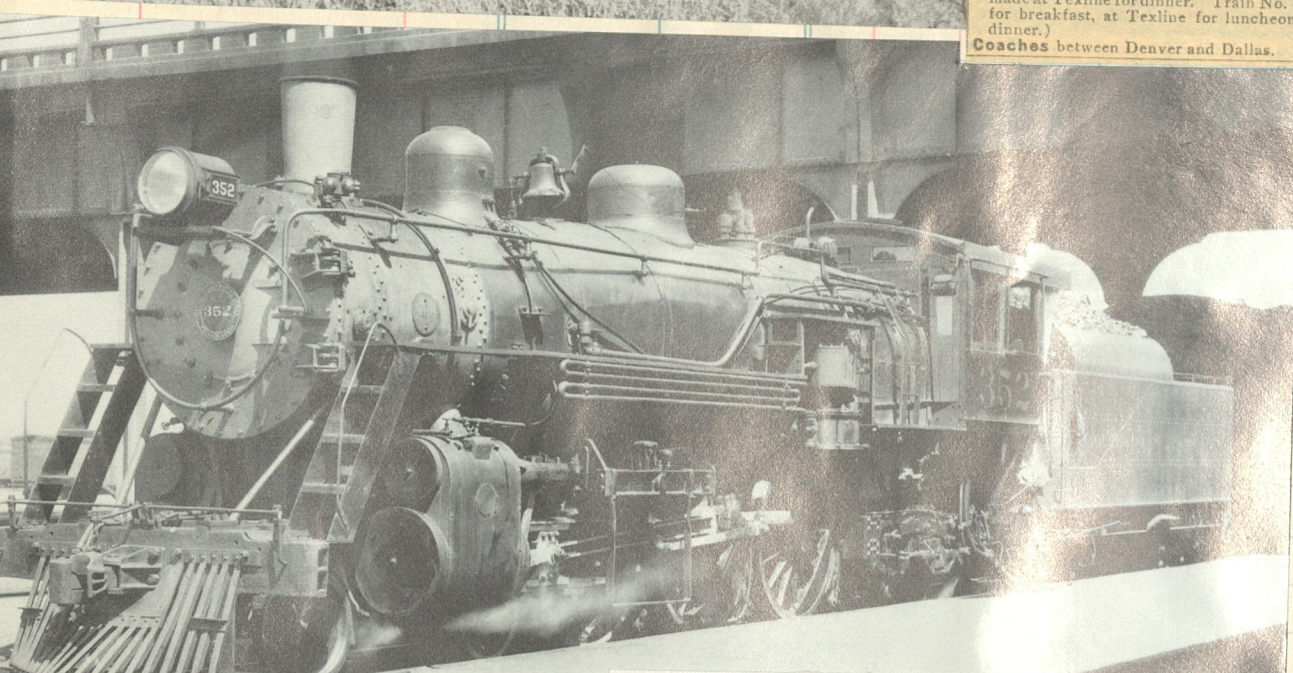
Equipment—Nos. 29 and 30—Daily.—(C. and S.-C, B, & Q.)
Sleeping Cars (Drawing room and Sections) between Denver, Casper and Billings; between Cheyenne and Casper (Drawing room and Sections), may be occupied at Cheyenne and Casper until 8:00 a.m.
Dining Car between Casper and Manderson.
Coaches.

1934

Trn #7 races northward near Holloway, Colo. Engine is Pacific 370, ex CB&Q 2970 Baldwin 1918 c/n 48731, purchased in 1920.

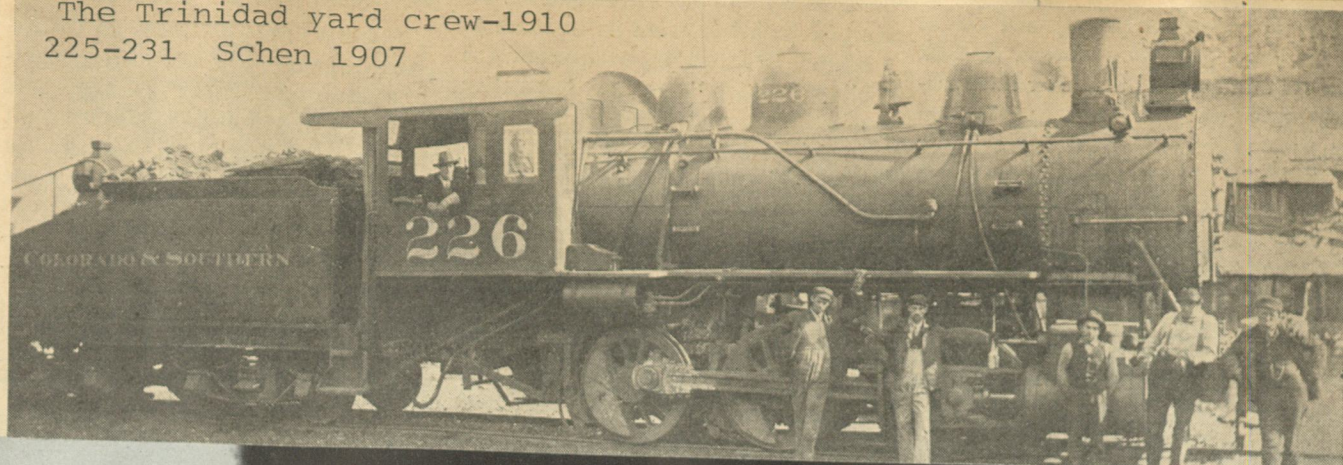


Equipment Nos. 7 and 8—Daily.
(C. and S. P. W. & D. C.)
Sleeping Cars between Denver and Dallas (12-Section Drawing-room); between Amarillo and Dallas (16-Sections).
Dining Cars between Denver and Trinidad. (Train No. 8 dining car service for breakfast and luncheon, and stop is made at Texline for dinner. Train No. 7 will stop at Amarillo for breakfast, at Texline for luncheon. Dining car serves dinner.)
Coaches between Denver and Dallas. 1934



The 352, a graceful Pacific, relaxes at Denver in 1927. Blt at Baldwin in 1910 and rebldt 1922. c/n 35773

The Trinidad yard crew-1910
225-231 Schen 1907



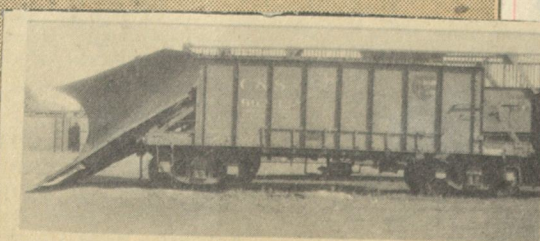
It takes an oil burner to produce JET BLACK smoke as illustrated by the 908 as she snaps her train along near Walensburg



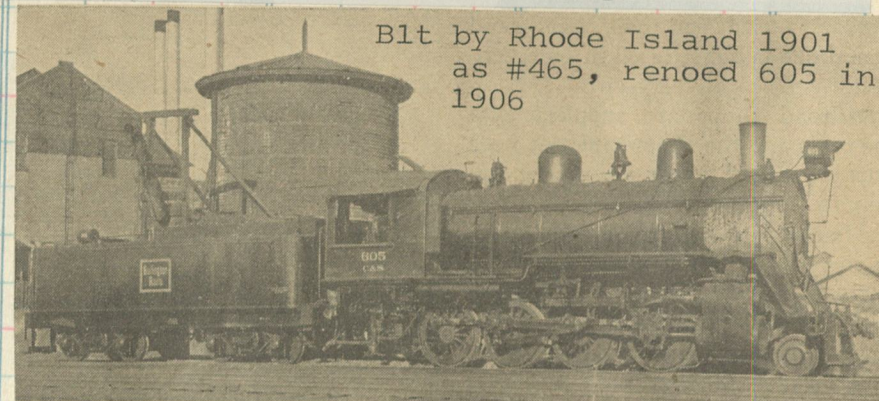
JAN 1949

Grand Reopening—With Fireworks.

After a 10-day struggle with plow, shovel and black powder charges, Colorado and Southern Railroad crew crashes through 20-foot drifts which cut rail traffic between Cheyenne, Wyo., and Fort Collins, Colo. Two plows stand by as workmen dig out third which was derailed by drifts during earlier attempt.

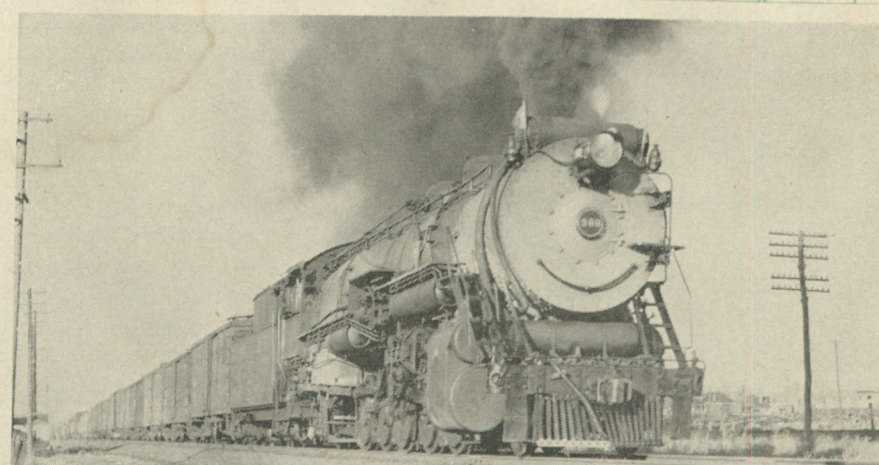


COLORADO & SOUTHERN "home-made" std. gauge Push Flow. Ex-Ore Car Loaded with Dirt and Gravel.

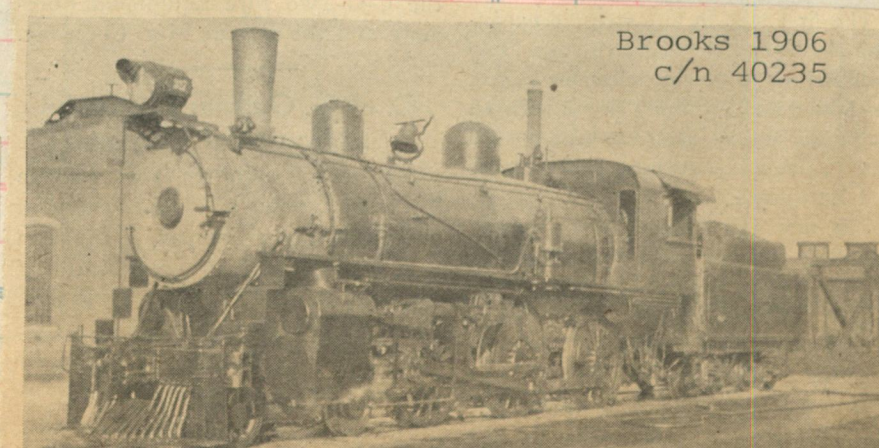


Blt by Rhode Island 1901 as #465, renoed 605 in 1906

COLORADO & SOUTHERN RAILROAD'S ENGINE 605 AT DENVER, COLO.



COLORADO & SOUTHERN RAILROAD'S ENGINE 900
Engine is shown pulling southbound extra out of Denver, Colo.

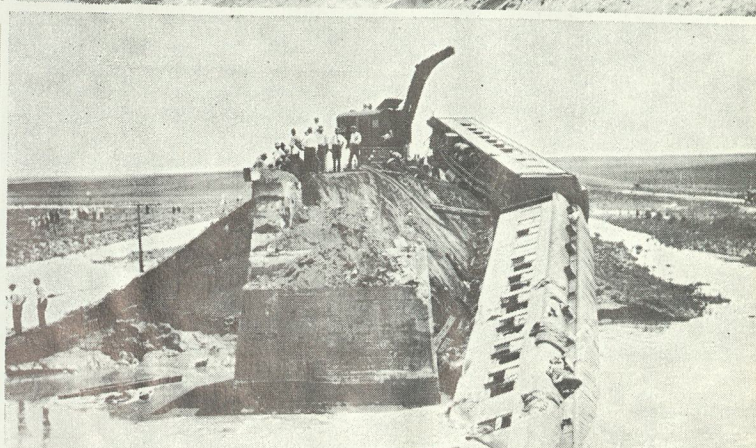
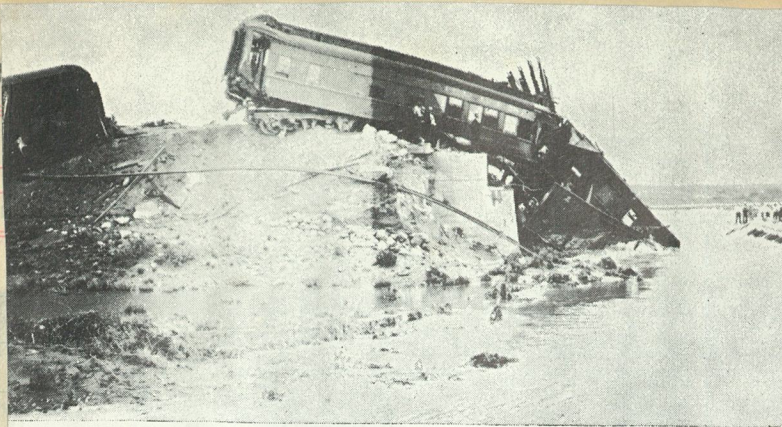


Brooks 1906 c/n 40235

COLORADO & SOUTHERN RAILROAD'S ENGINE 327 AT DENVER, COLO.



The 648 with a few cars of stock near Ft Collins



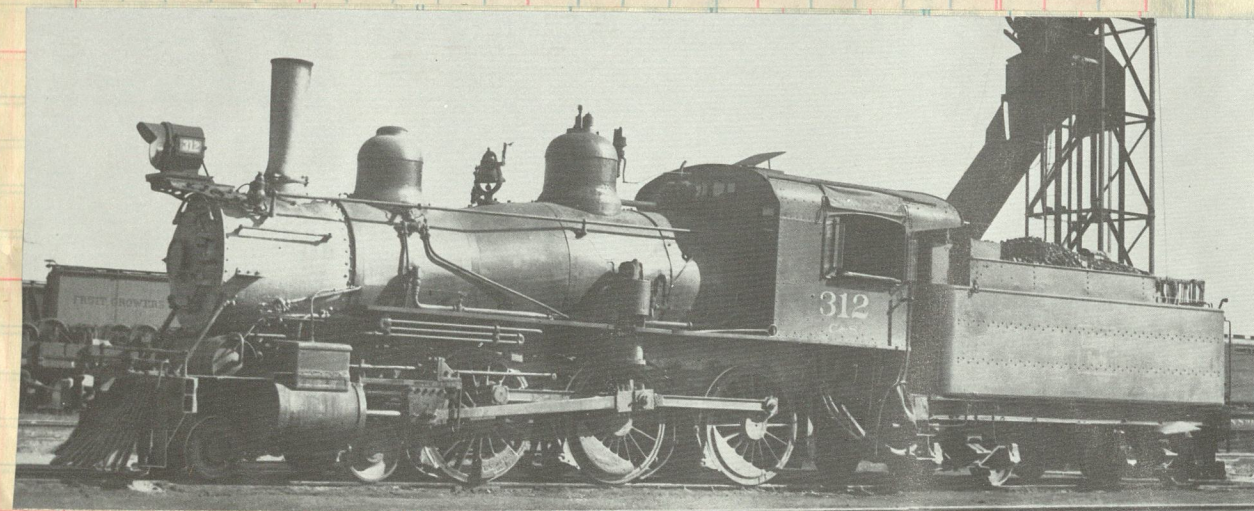
No. 29 and No. 30—Daily
Observation-sleeping car, (sections) between Denver and Billings.
Sleeping cars, between Denver and Billings (sections); between Denver and Cody (drawing-room, compartments and sections); between Denver and Casper (drawing-room and sections); between Casper and Cheyenne (drawing-room and sections). Passengers may occupy car at Casper and Cheyenne until 8:00 a.m.
Dining car, for all meals.

In the early morning of Sept 27, 1923 northbound Trn #29 being handled by Pacific 350 plunged into Cole Creek, near Lockett, Wyo., when a flash flood carried away the bridge. Twenty two people died.



Blt by Standard Steel Car Co 1922

Car 253 was one that went into Cole Creek and was badly damaged. Was rebld by the a.c.f. in 1924

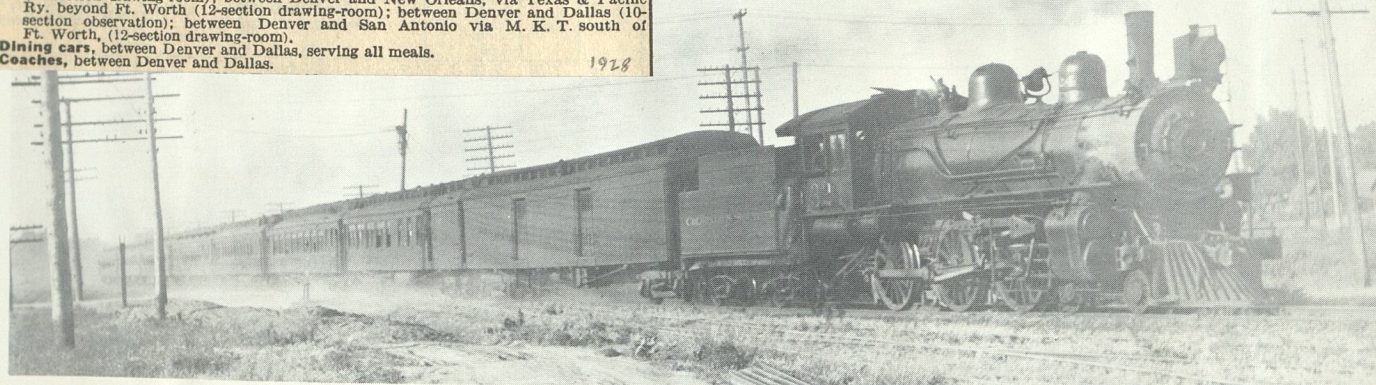


Old 312 was blt in 1890 by Rhode Island [c/n 2453] as U.P.D. & G. 1406 - 70. Sold to Hayden Coal Co in 1938, see Pg 82.

Trn #2 zips along south of Denver behind a 10 wheeler, the 324, built by Schenectady in 1903 c/n 27314

No. 1 and No. 2—Daily
Sleeping cars, between Denver and New Orleans, via So. Pac. Lines south of Dallas (12-section drawing-room); between Denver and New Orleans, via Texas & Pacific Ry. beyond Ft. Worth (12-section drawing-room); between Denver and Dallas (10-section observation); between Denver and San Antonio via M. K. T. south of Ft. Worth (10-section drawing-room).
Dining cars, between Denver and Dallas, serving all meals.
Coaches, between Denver and Dallas.

1928



625-643 Brooks 1906
c/n 40256

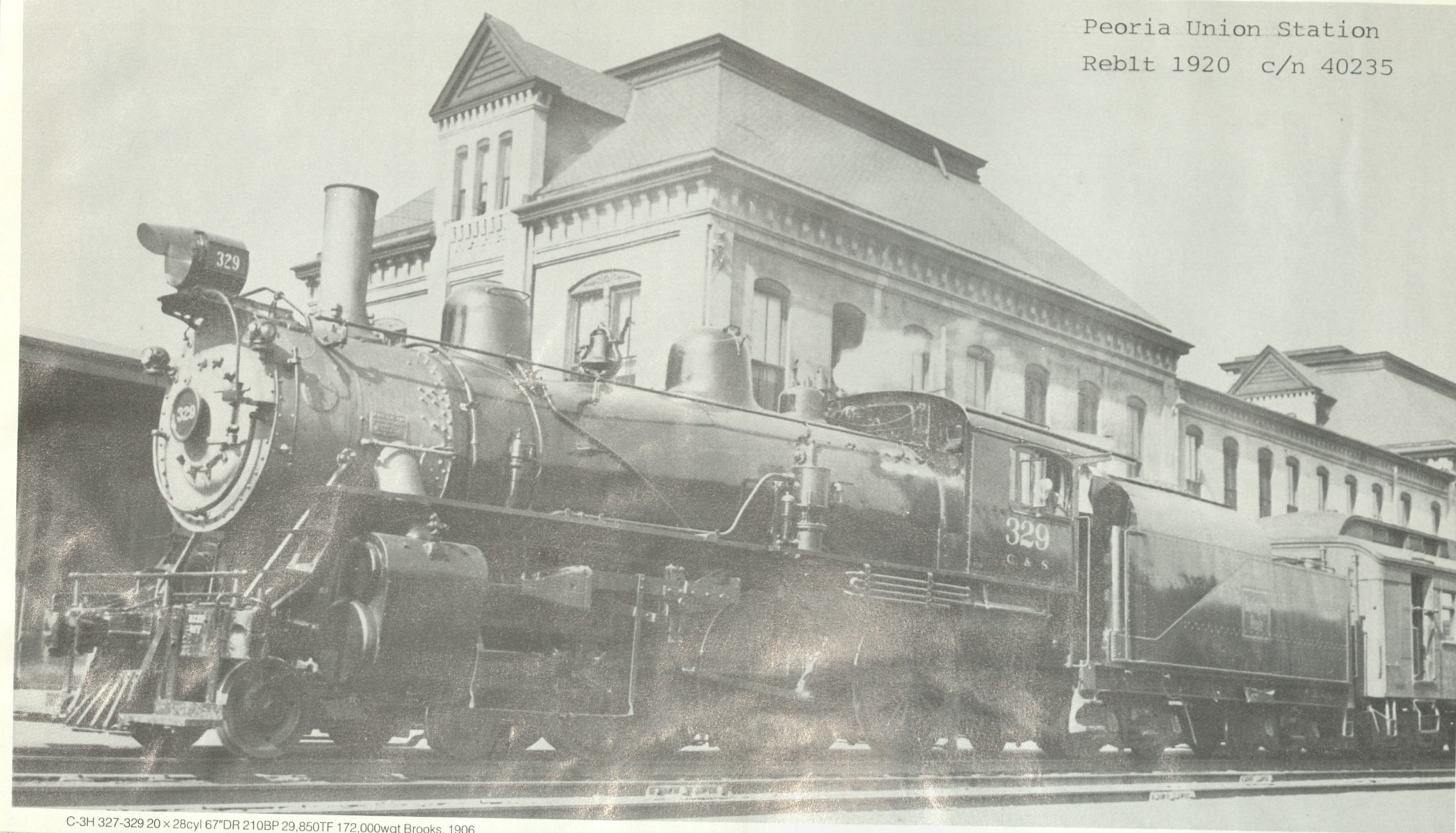


Pacific 370 leads Trn 31 out of Denver



Ten CB&Q 2-10-2's (6300-6309) were leased to the C&S. This is Extra 6301 north near Denver Brooks 1919

Peoria Union Station
Reb't 1920 c/n 40235



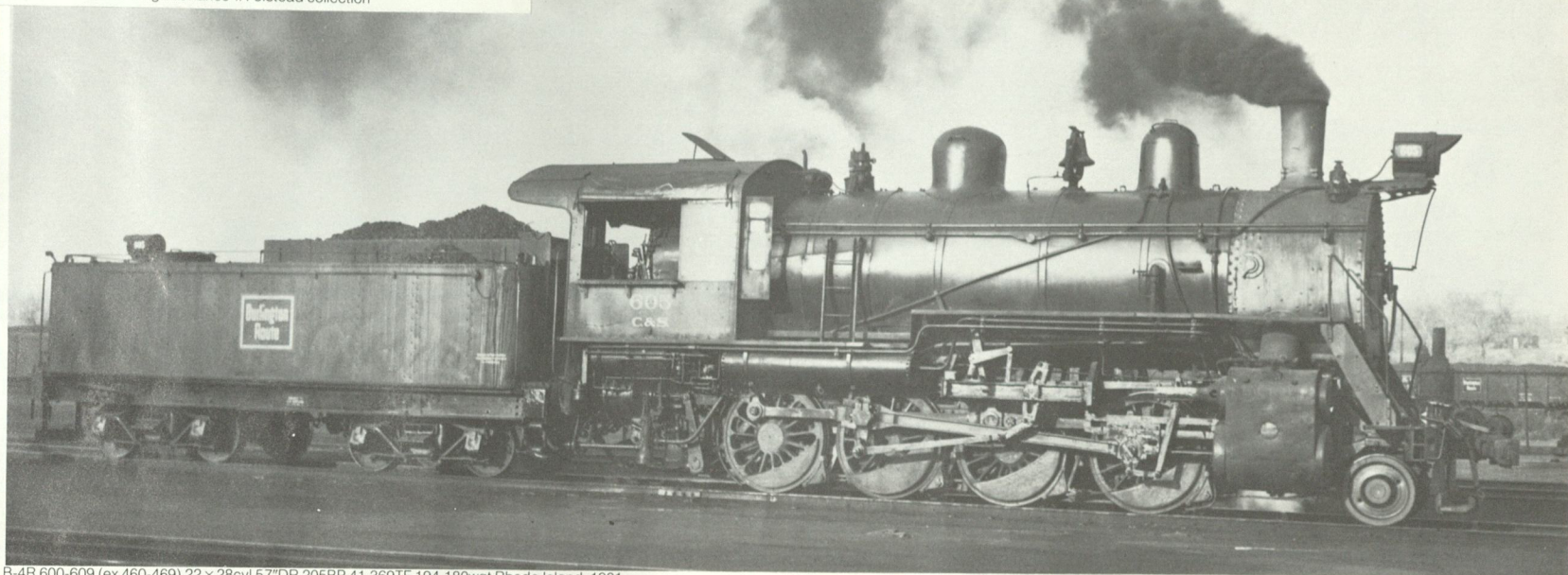
C-3H 327-329 20 x 28cyl 67"DR 210BP 29,850TF 172,000wgt Brooks, 1906

Paul Eilenberger/Charles T. Felstead collection

Baldwin 1910
c/n 35258



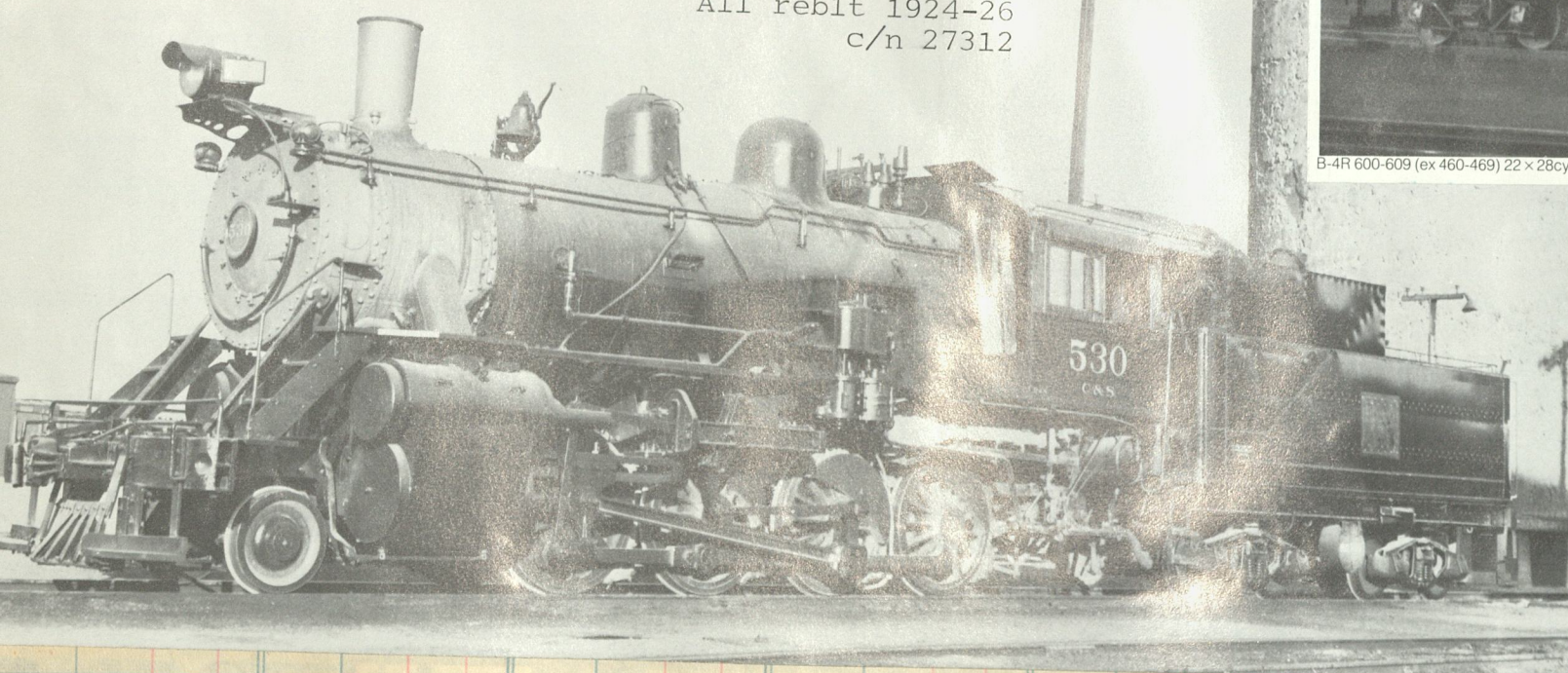
c/n 3306



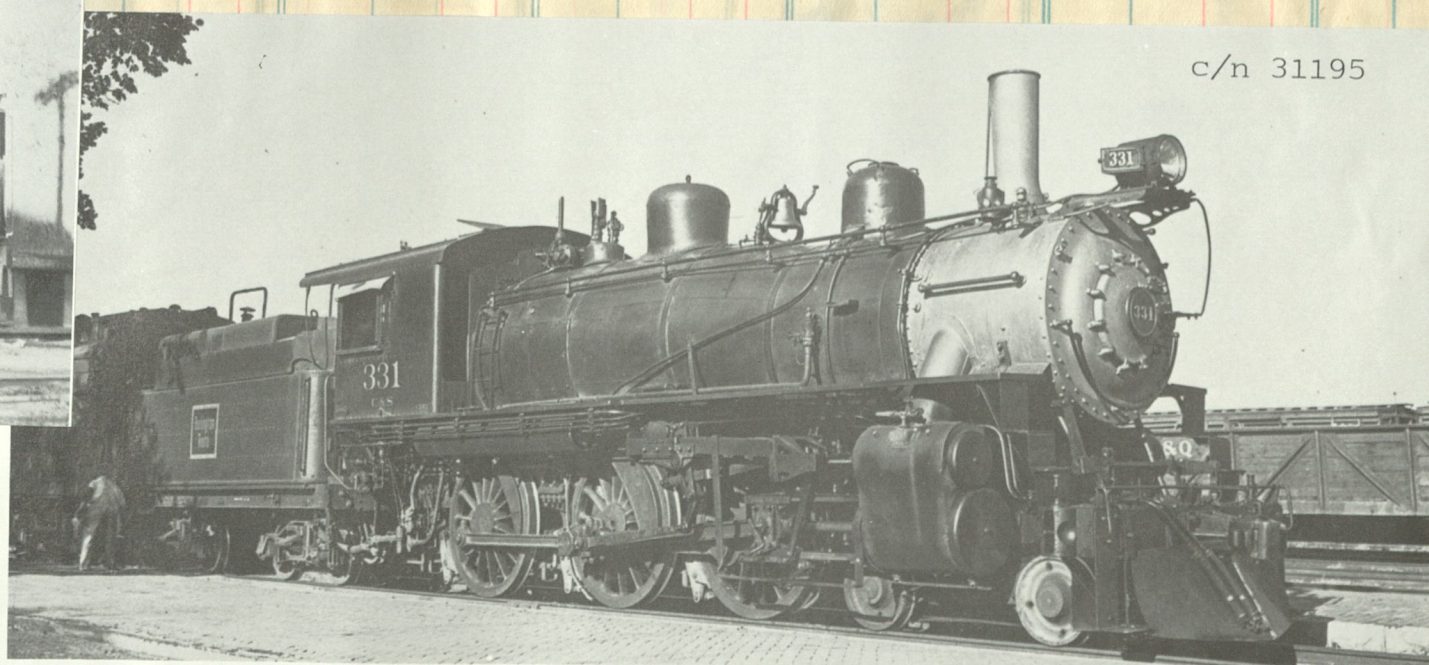
B-4R 600-609 (ex 460-469) 22 x 28cyl 57"DR 205BP 41,369TF 194,180wgt Rhode Island, 1901

Charles T. Felstead collection

520-531 B1t as Tandem compounds by Rhode Island 1903
All reb't 1924-26
c/n 27312



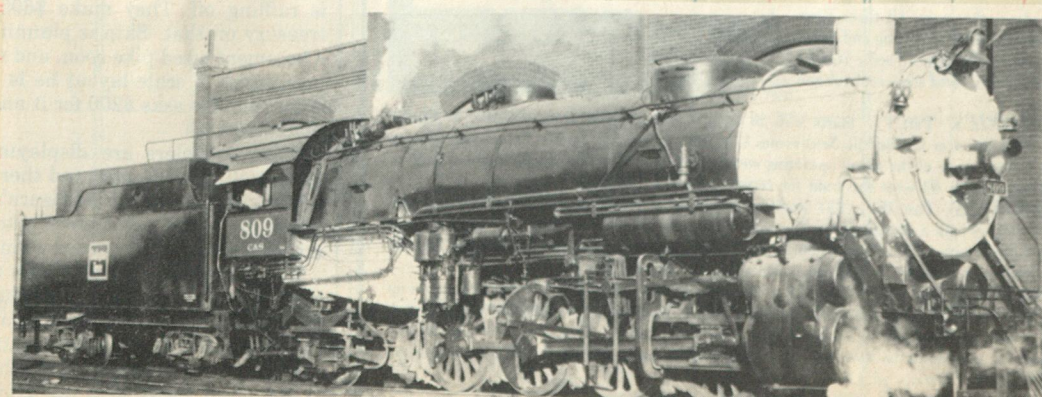
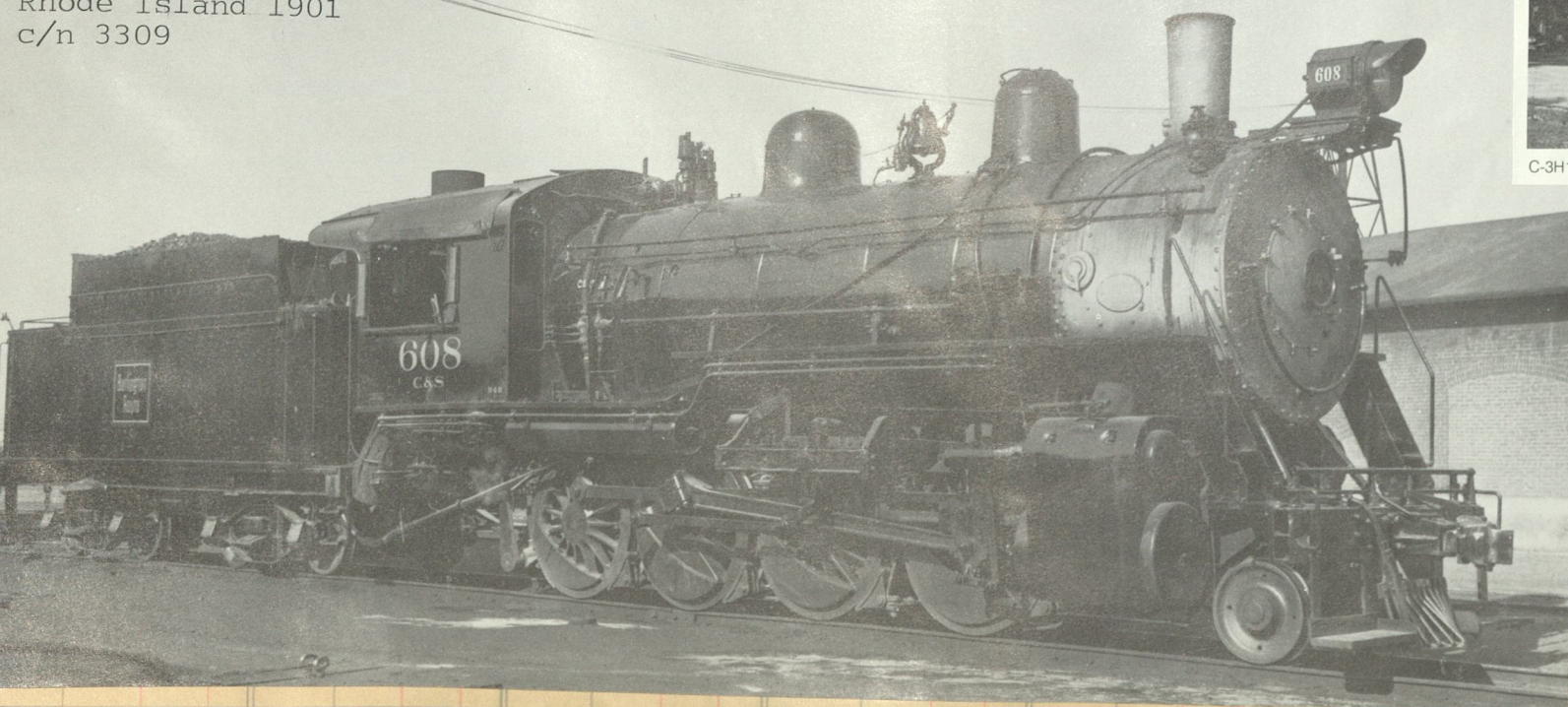
c/n 31195



C-3H1 330-331 20 x 28cyl 67"DR 210BP 29,850TF 187,450wgt Baldwin, 1907

J. O. Reilly/Charles T. Felstead collection

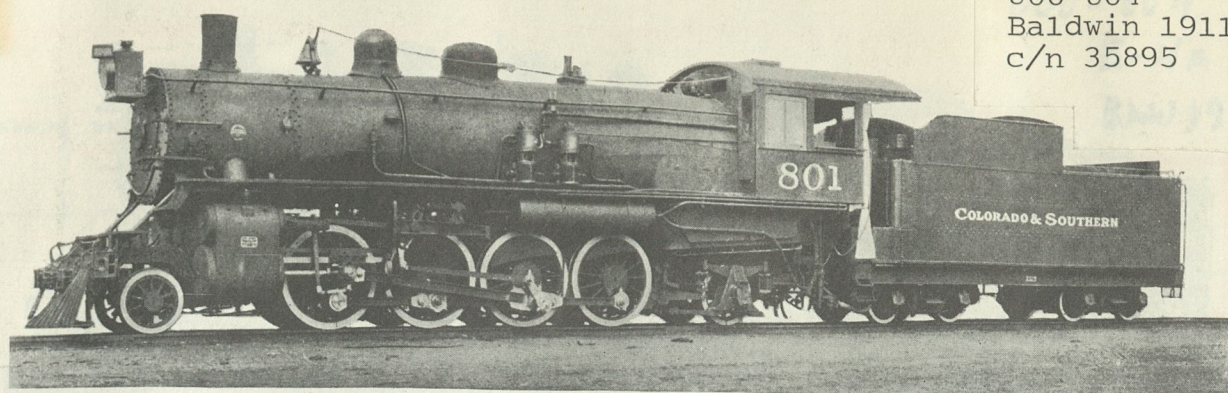
Org #468
Rhode Island 1901
c/n 3309



Another of the Burlington USRA Mikes, the 809
was Q #5513 Baldwin 1919 c/n 51620

COLORADO AND SOUTHERN

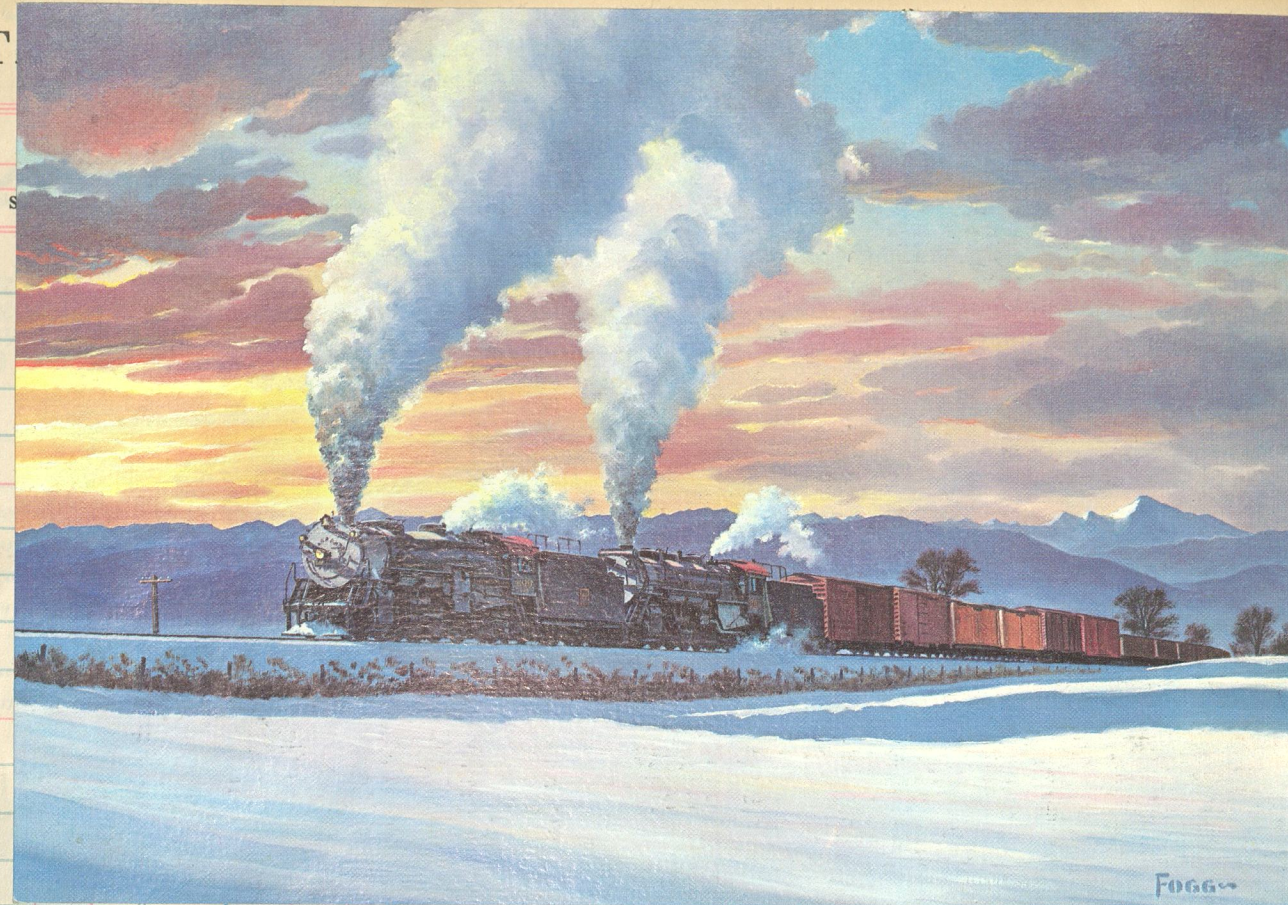
800-804
Baldwin 1911
c/n 35895



MIKADO FREIGHT LOCOMOTIVE

5 Locomotives like the above are being fired by Duplex Stokers

Cylinders	27 x 30 in.	Grate area	54.2 sq. ft.
Driving wheels, diameter	57 in.	Wheel base, driving	16 ft.—9 in.
Steam pressure	170 lbs.	“ “ engine	33 ft.—9½ in.
Boiler diameter	78 in.	“ “ and tender	65 ft.—11¾ in.
Tubes, length	21 ft.	Weight, leading	26,800 lbs.
“ number	24—5½ in.	“ driving	198,550 lbs.
“ “	221—2¼ in.	“ trailing	41,200 lbs.
Heating surface, tubes	3,446 sq. ft.	“ engine	266,550 lbs.
“ “ fire box	200 sq. ft.	“ tender	66,000 lbs.
“ “ total	3,646 sq. ft.	Tender capacity, water	8,200 gals.
“ “ superheater	679 sq. ft.	“ “ coal	13 tons
Fire box	108½ x 72¾ in.	Maximum tractive power	52,200 lbs.
		Factor of adhesion	3.8



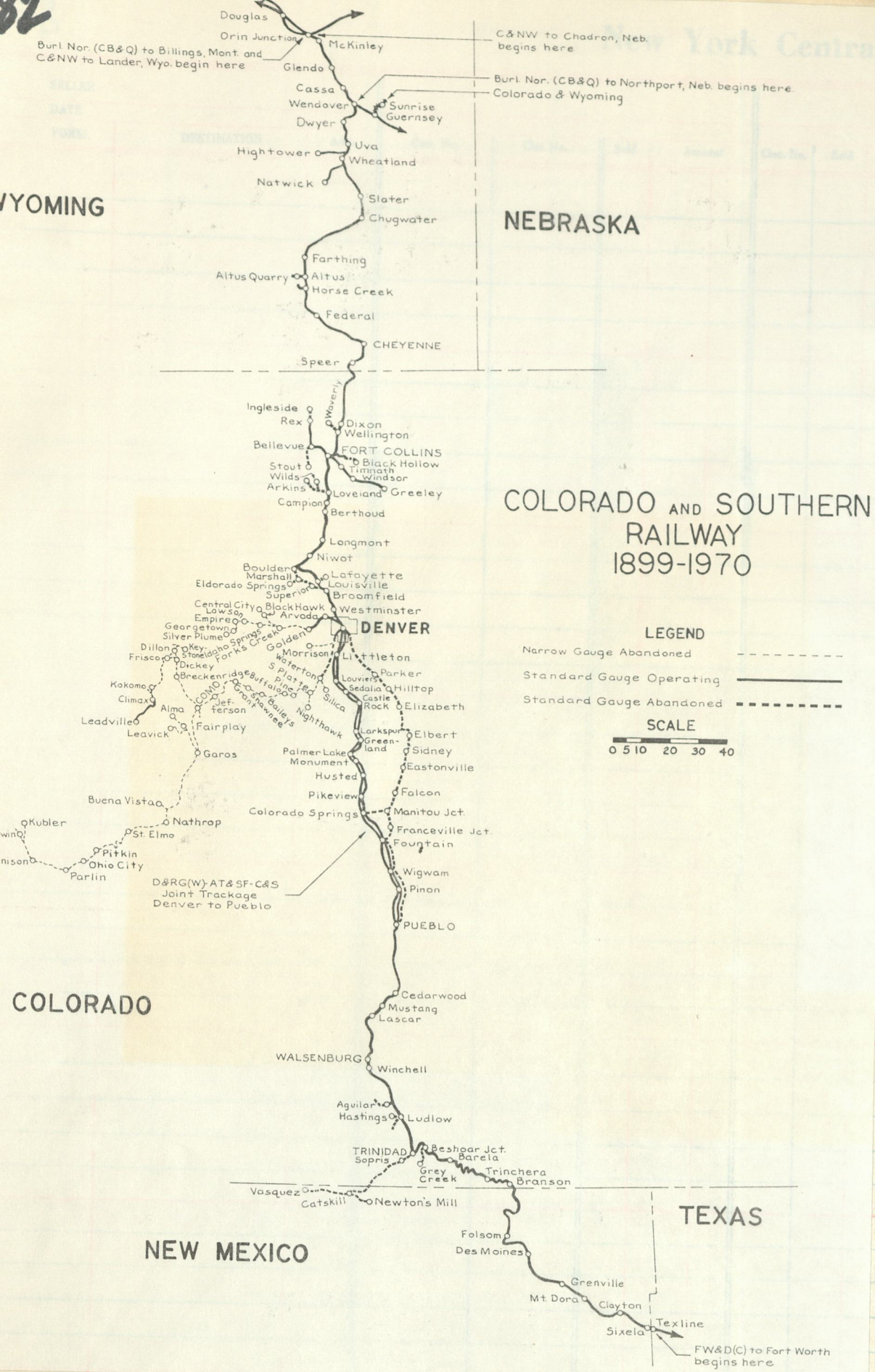
Front Range Twilight

Fogg

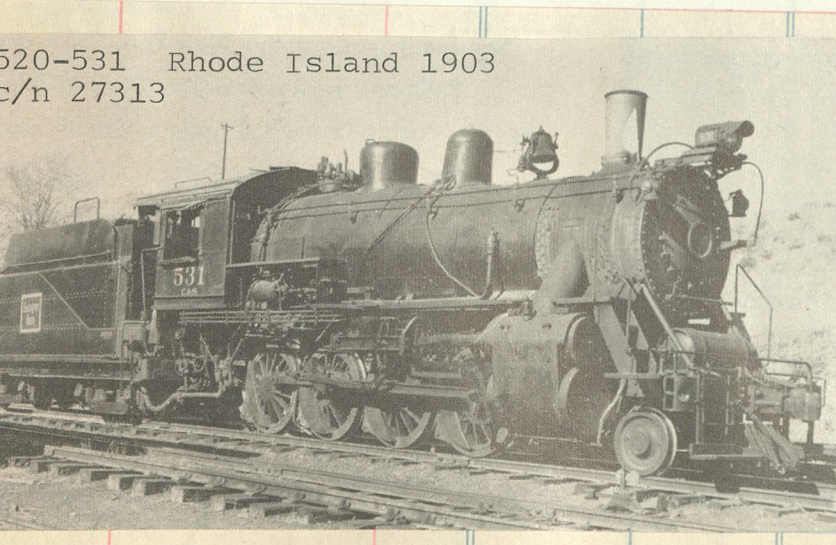
Out where the skies are a trifle bluer,
Out where friendship's a little truer,
That's where the West begins;
Out where a fresher breeze is blowing,
Where there's laughter in every streamlet flowing,
Where there's more of reaping and less of sowing,—
That's where the West begins.

COLORADO
AND
SOUTHERN

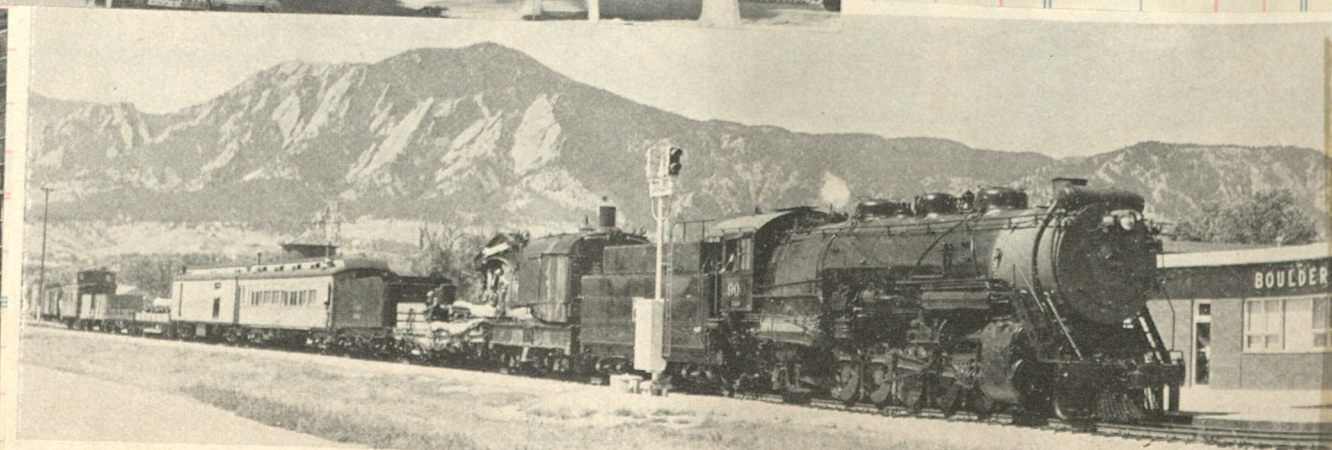
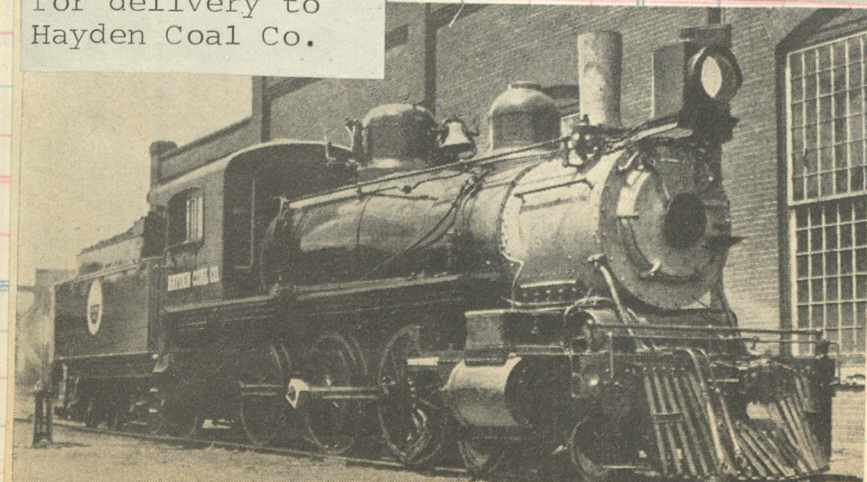
With Fisher's Peak looking on, Extra 907 North (USRA 2-10-2 Baldwin 1919) is recorded for posterity by Dick Kindig working out of Trinidad with tonnage for Denver



In Ft Collins the C&S main line passes thru the heart of town. Top..Trn #31, the Denver-Cheyenne local rolls along Mason Street. Below.. Mike 806 bathes the town with soot as she departs with a train of sugar beets.

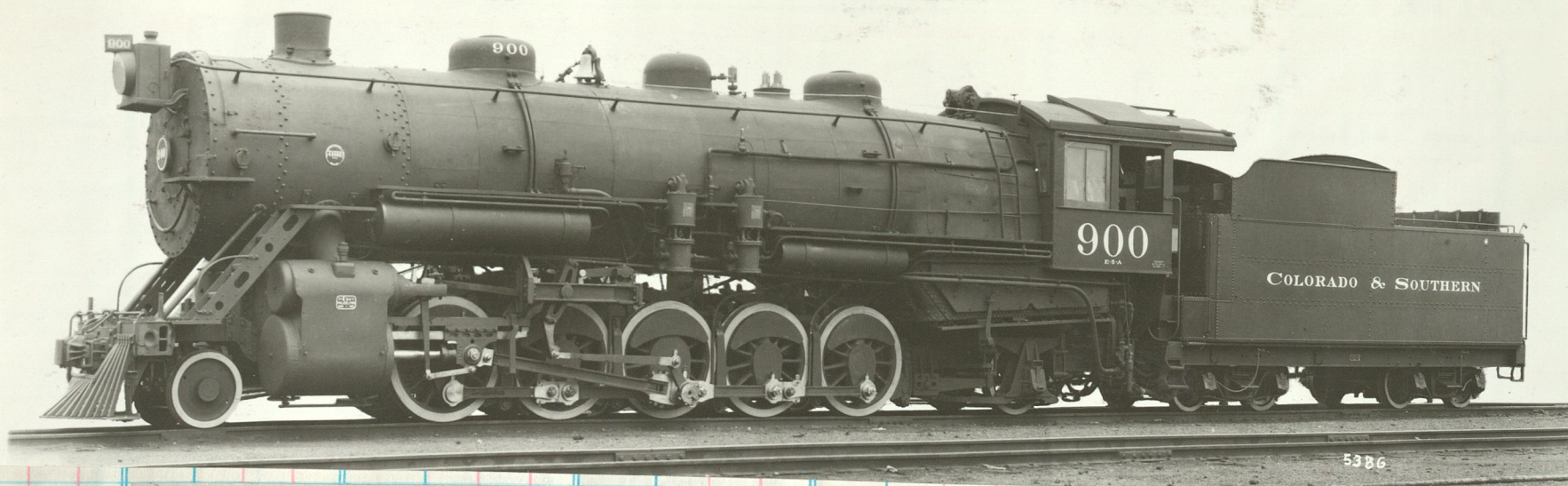


The ol' #312 ready for delivery to Hayden Coal Co.

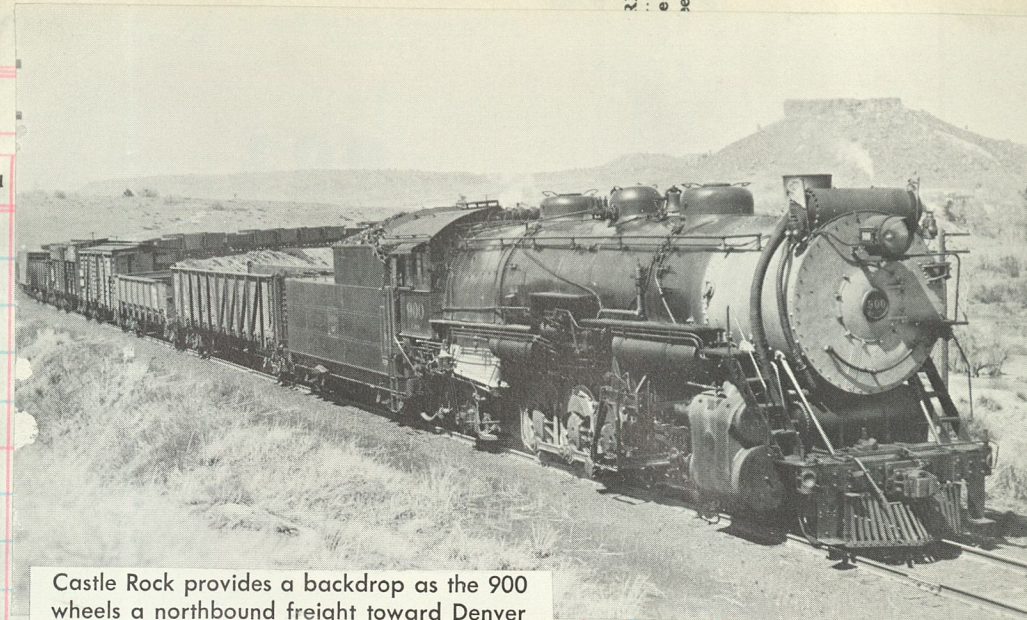


Colorado & Southern 2-10-2 No. 902 on the southbound "Guernsey turn" with 50 cars at Horse Creek, Wyo. on July 10, 1957. The chunky Santa Fe type was built by Baldwin in May 1915 and dismantled in May 1961.

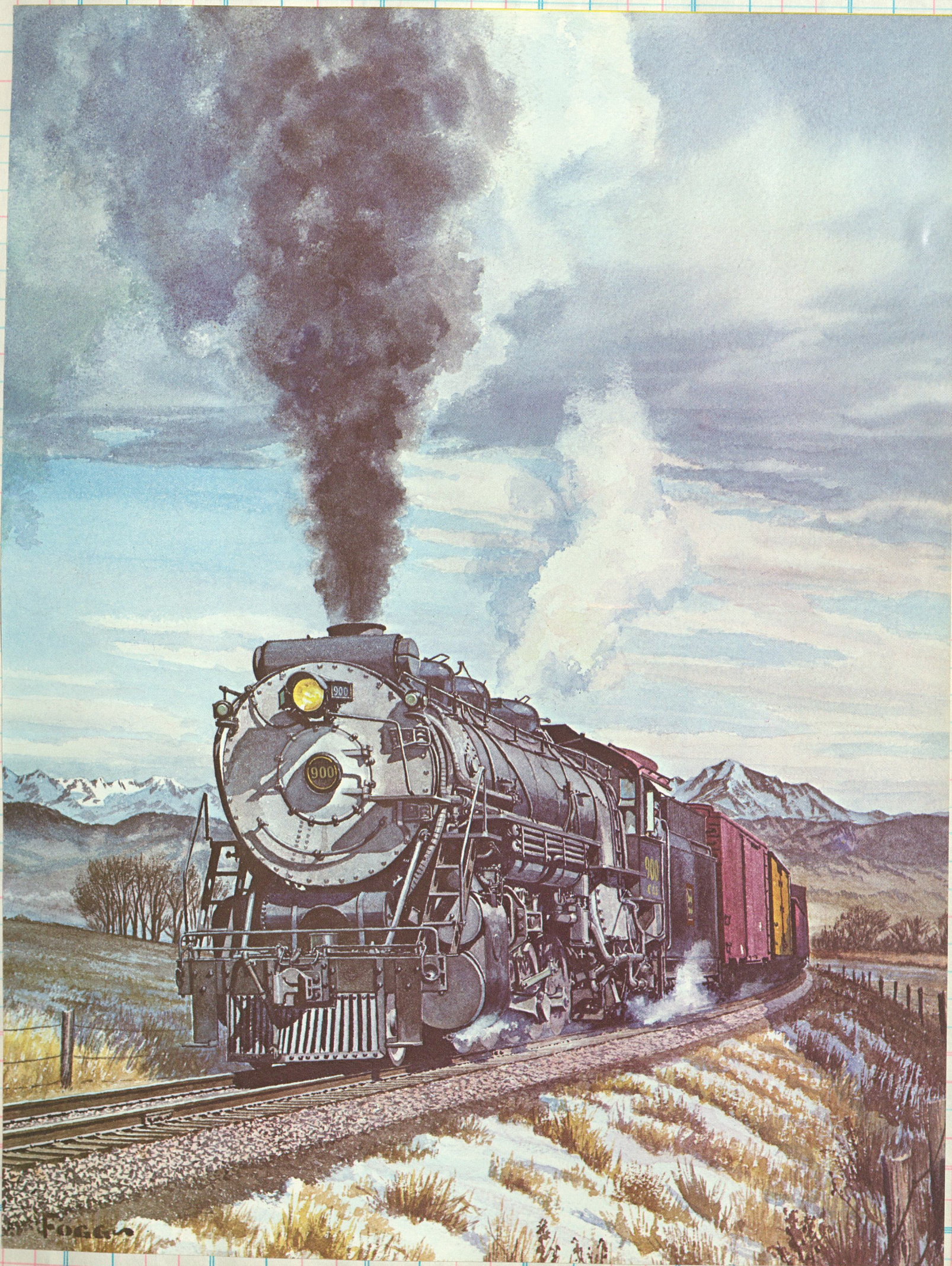
OFT-PHOTOGRAPHED and much-recorded Colorado & Southern 2-10-2 No. 900, the engine that found fame in her twilight days because of the scarcity of steam, works a wrecker north to Cheyenne, Wyo., on her last run on July 20, 1959. She was first and last of 900's.



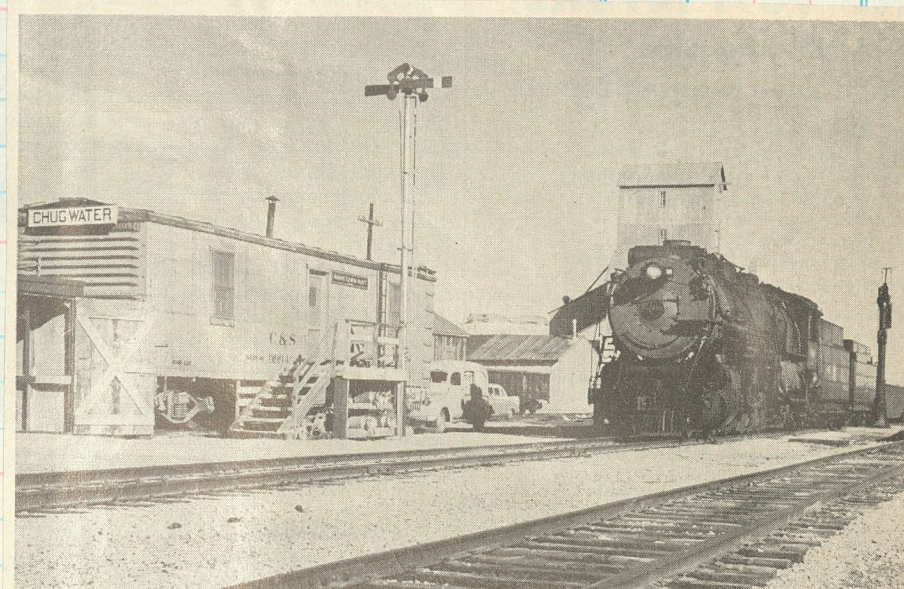
In 1915 Baldwin delivered five (900-904) of these stalwart 2-10-2's, duplicates of the Burlington's M-2 class, for the C. & S. c/n 42082



Castle Rock provides a backdrop as the 900 wheels a northbound freight toward Denver in the early 1940's.—O. C. Perry



CHEYENNE & NORTHERN TONNAGE
Howard Fogg



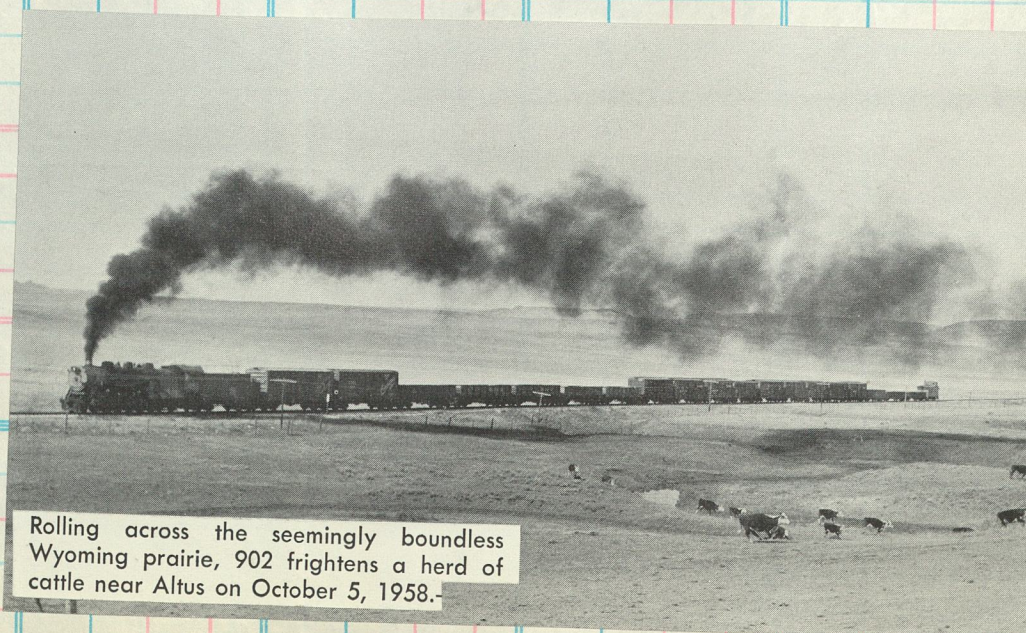
Joe R. Thompson.

CHUGWATER'S shingle is hung out once again on a box car serving as station.

The accompanying photo shows Colorado & Southern 2-10-2 No. 900 southbound at Chugwater, Wyo., on January 11, 1959. The depot was destroyed when two freight trains collided at Chugwater last September [page 52, December 1958 TRAINS]. The box car is a temporary depot.



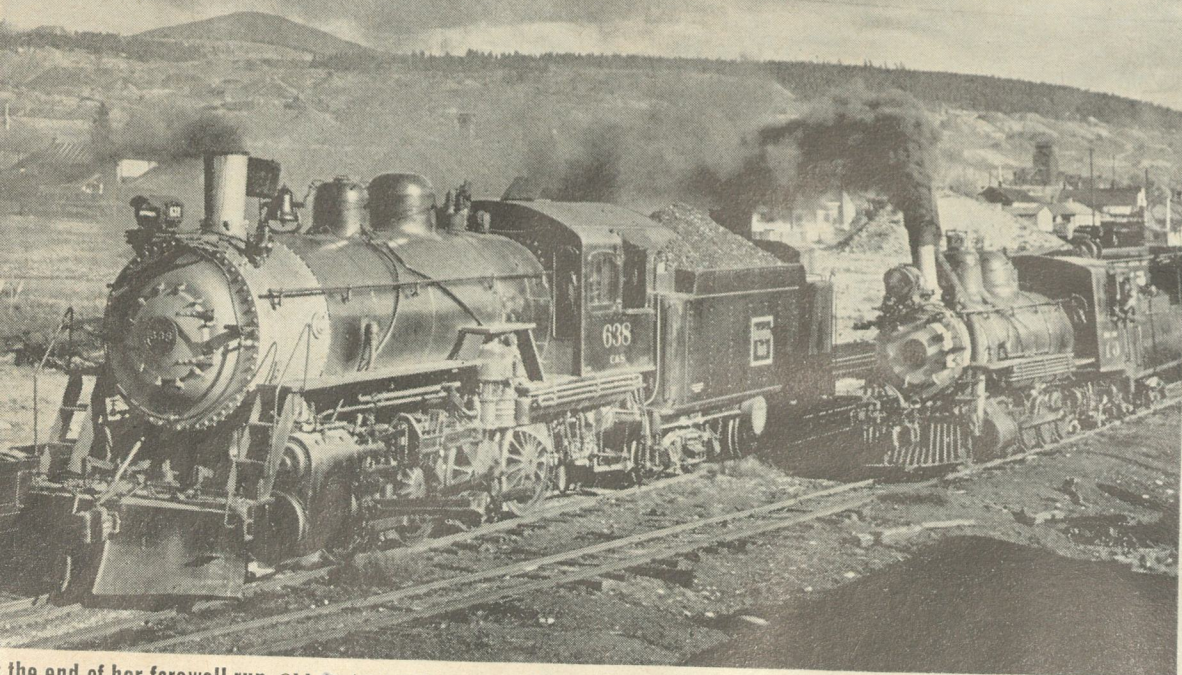
A southbound iron ore drag provides a real workout for the 902, just south of Wendover on September 27, 1958.—J. L. Ehernberger



Rolling across the seemingly boundless Wyoming prairie, 902 frightens a herd of cattle near Altus on October 5, 1958.—

HIGHEST RAILWAY

Colorado's Molybdenum Line goes standard gauge to meet war needs

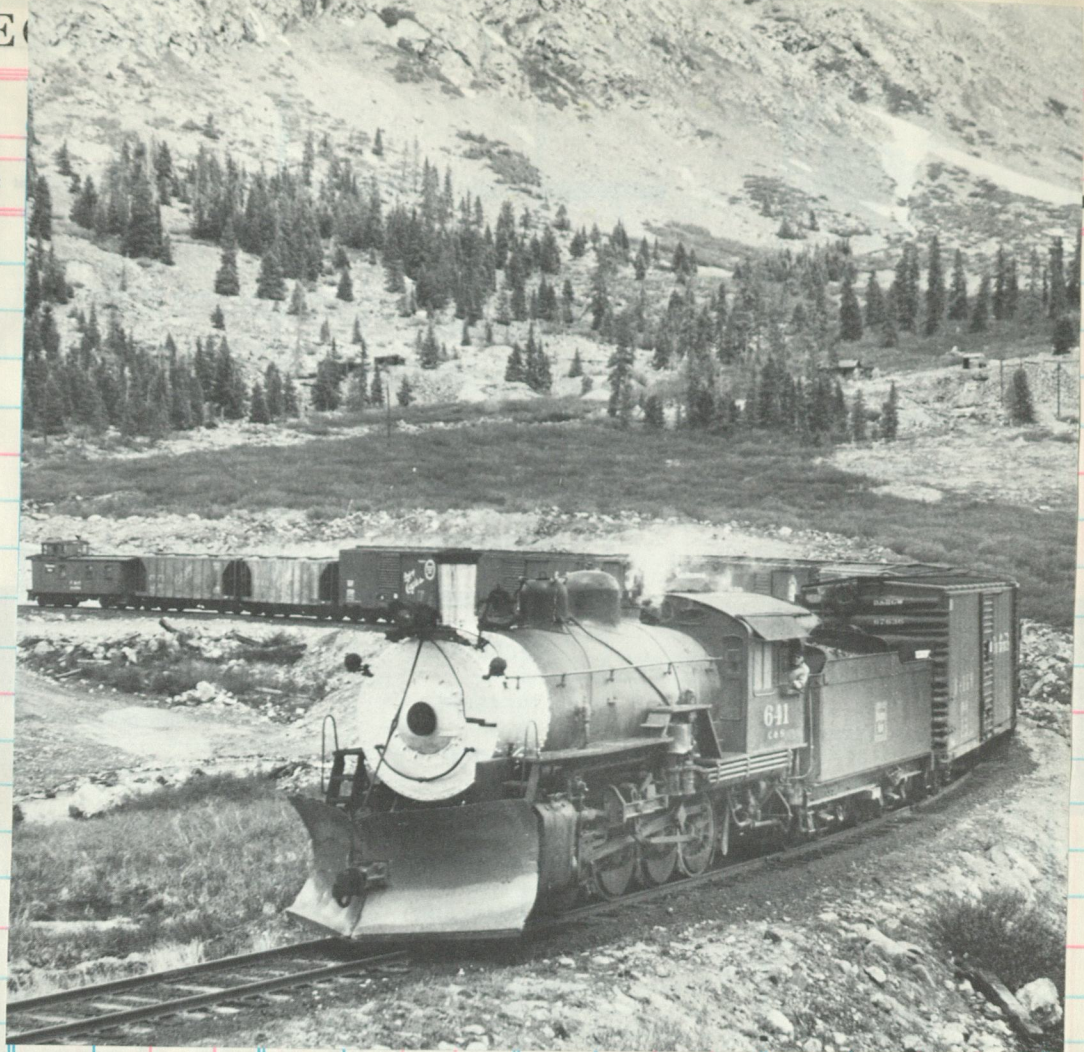


At the end of her farewell run, Old 76 (right) lines up at the side of one of two standard-gauge locomotives which recently

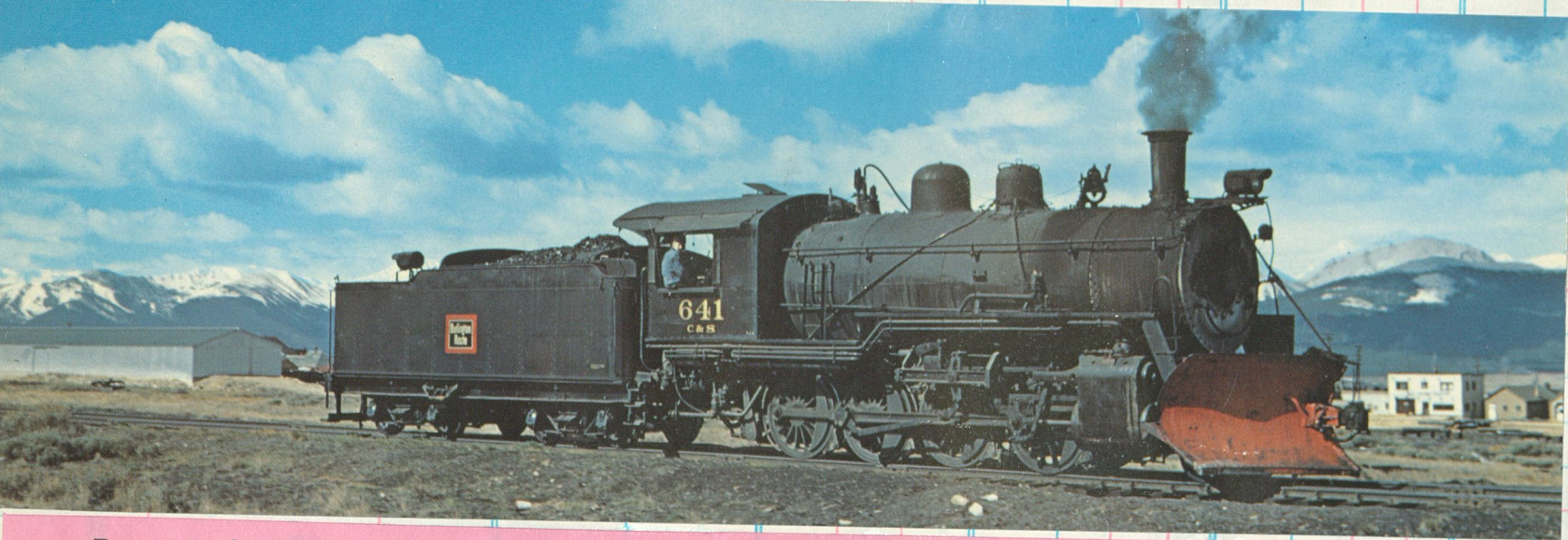
have been assigned to take her place. Each new locomotive will haul just twice as big a load of ore as Old 76 ever did.

One day last fortnight a spunky little engine called Old 76 made its last run down the steep, twisting 14 miles of narrow-gauge track from Climax (highest regularly used station in U. S.—elevation, 11,320 ft.) to Leadville, Colo. The next day a standard-gauge locomotive chugged off to take over Old 76's longtime job: hauling molybdenum ore concentrate from the Climax mine, where 90% of the world's available supply of molybdenum is located. War demands for molybdenum, which is used to harden special steels, made it necessary to enlarge the line's capacity. This was done by laying wider rails outside the old ones (see below).

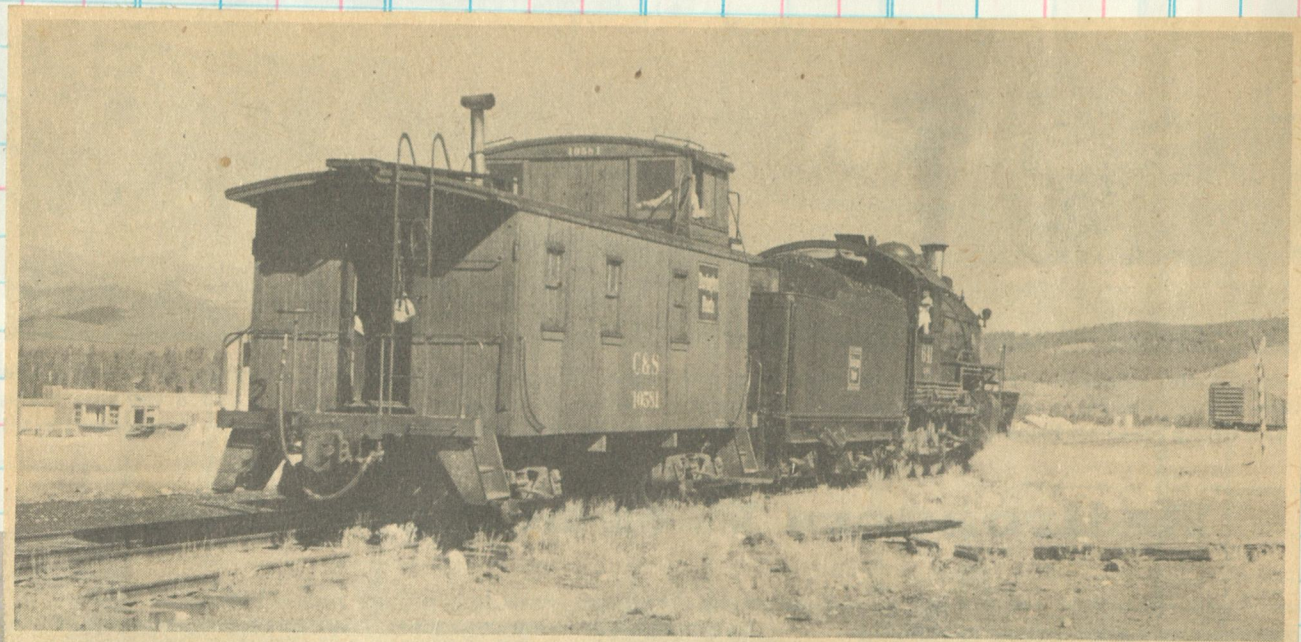
Old 76's run was one of the last bits of narrow-gauge line in daily use in the U. S. Every morning the little engine would leave Leadville and puff uphill with a load of machinery or supplies for the mine; every afternoon it would come sliding and coasting down with 14 carloads of concentrated ore. It had no regular schedule. Said one of the crew: "Just so we get back in time for supper, it's all right." The crew is staying on with the new locomotives, but Old 76 will soon be leaving Colorado. The Army has a job for her to do in Alaska.



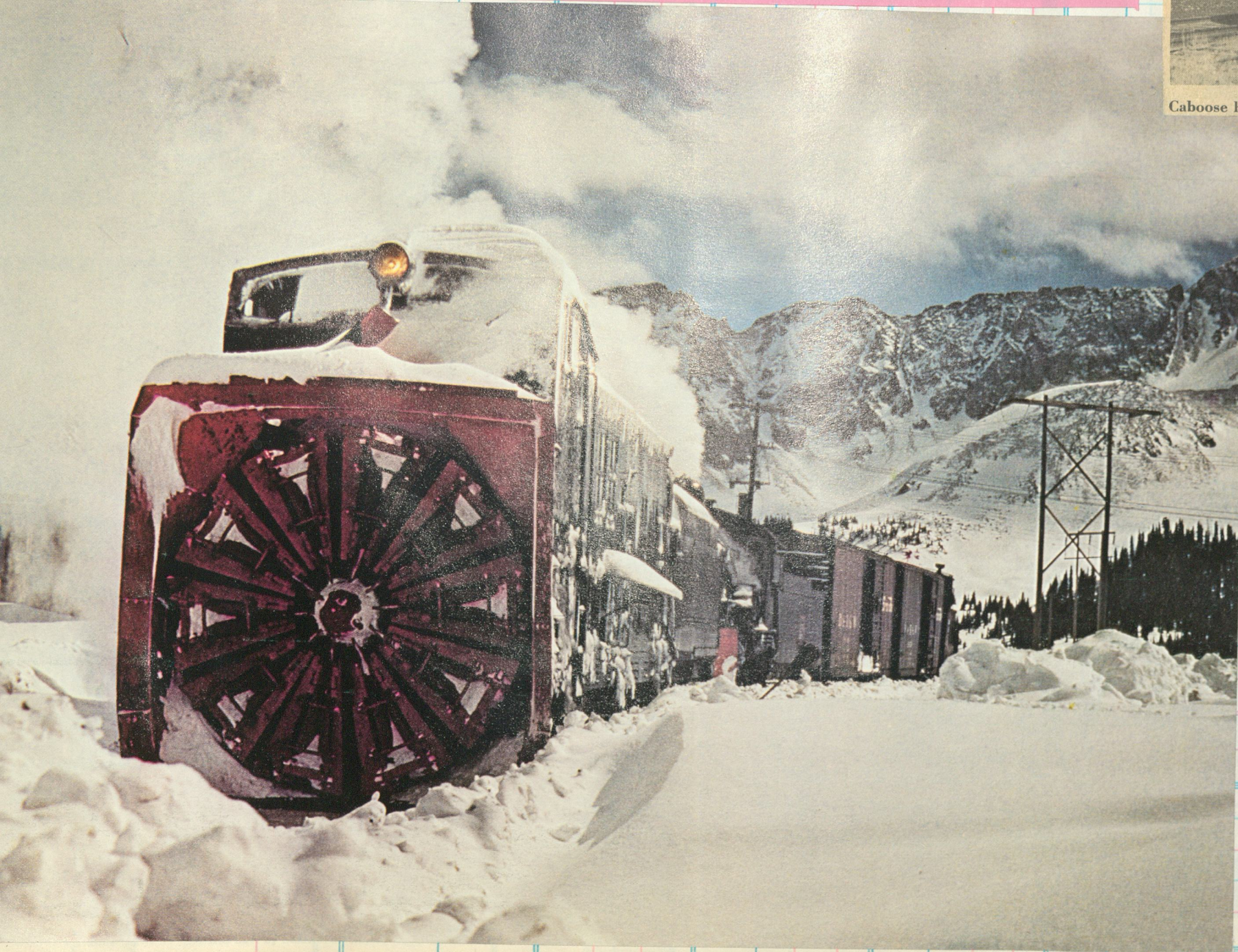
Los.No. Sold Amount



Reported as the last steam engine in regular service in the U.S., Nov 1962.



Caboose hop: Colorado & Southern 2-8-0 No. 641 picks up hack at Leadville, Colo.; train will later head to Climax.

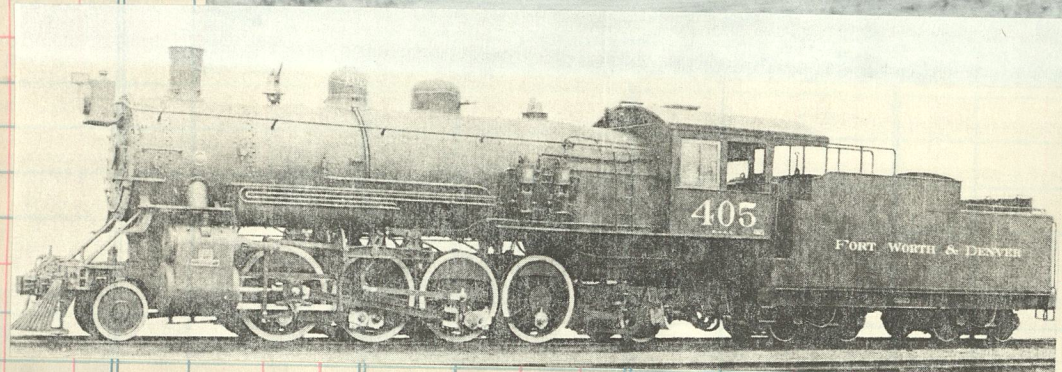
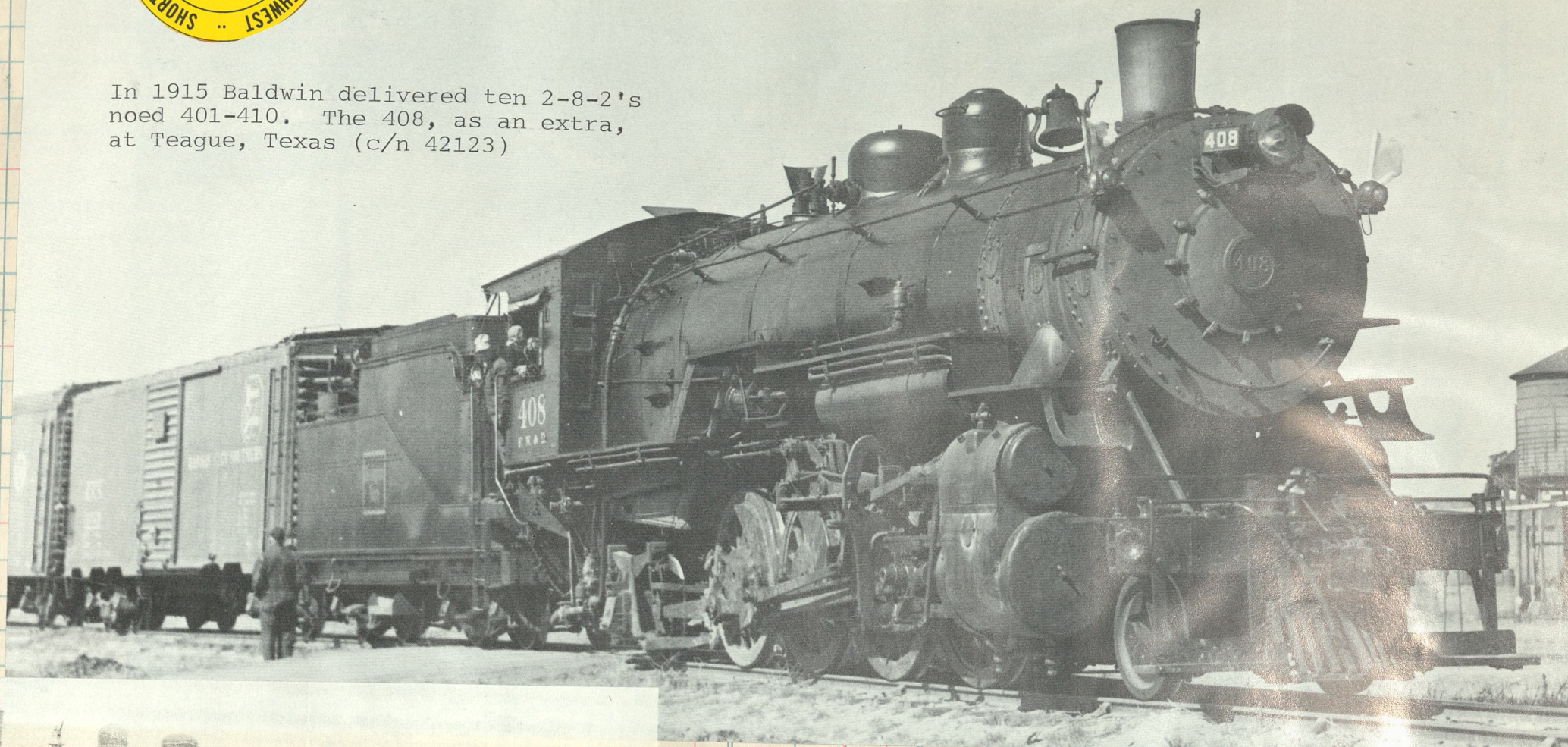


TO THE SKY: Consolidation No. 641 of Colorado & Southern sets out from Leadville, Colo., on the 14-mile spur to Climax which, at 11,319 feet, is the highest point in the U. S. reached by a non-cog railroad. Once narrow gauge, Climax Spur serves a molybdenum mine; now is divorced from a C&S connection; interchanges with Rio Grande.

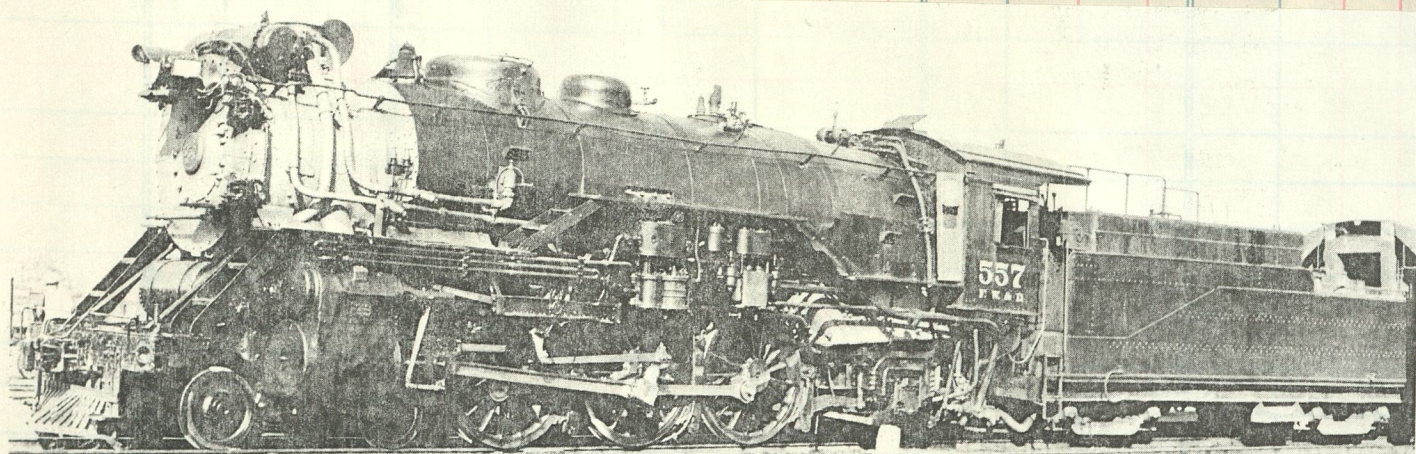
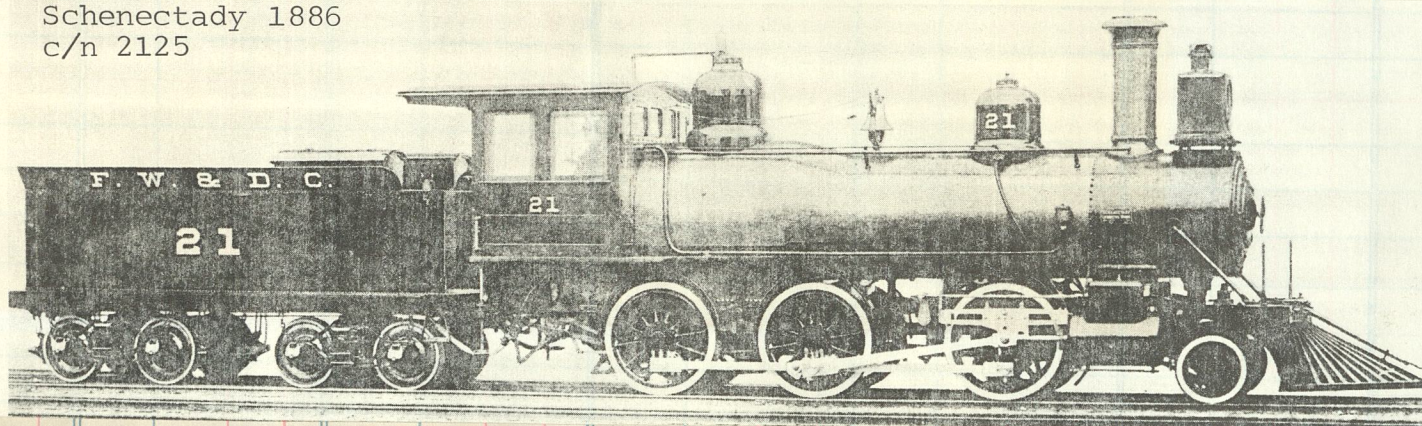


Fort Worth & Denver City

In 1915 Baldwin delivered ten 2-8-2's noed 401-410. The 408, as an extra, at Teague, Texas (c/n 42123)

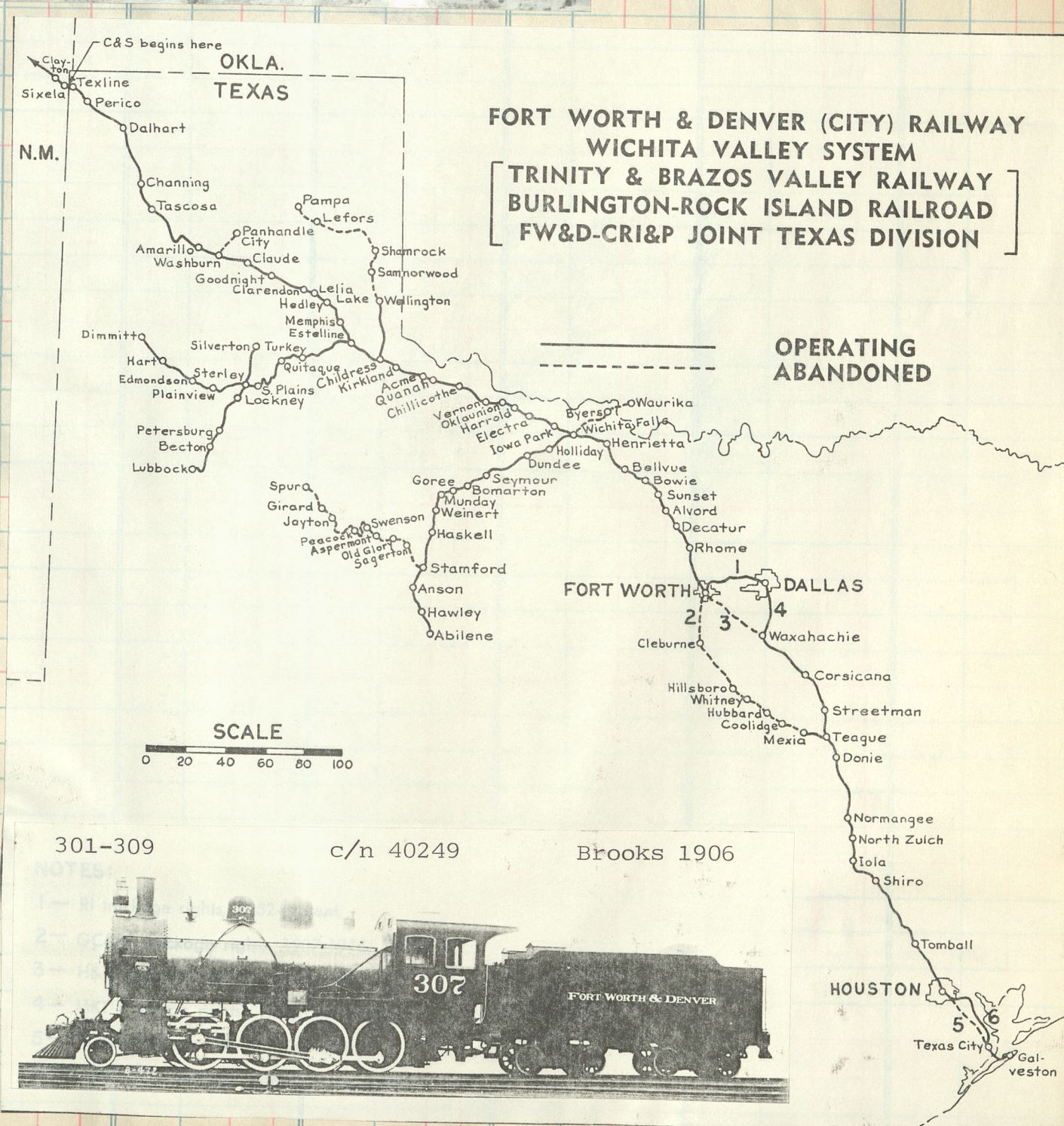
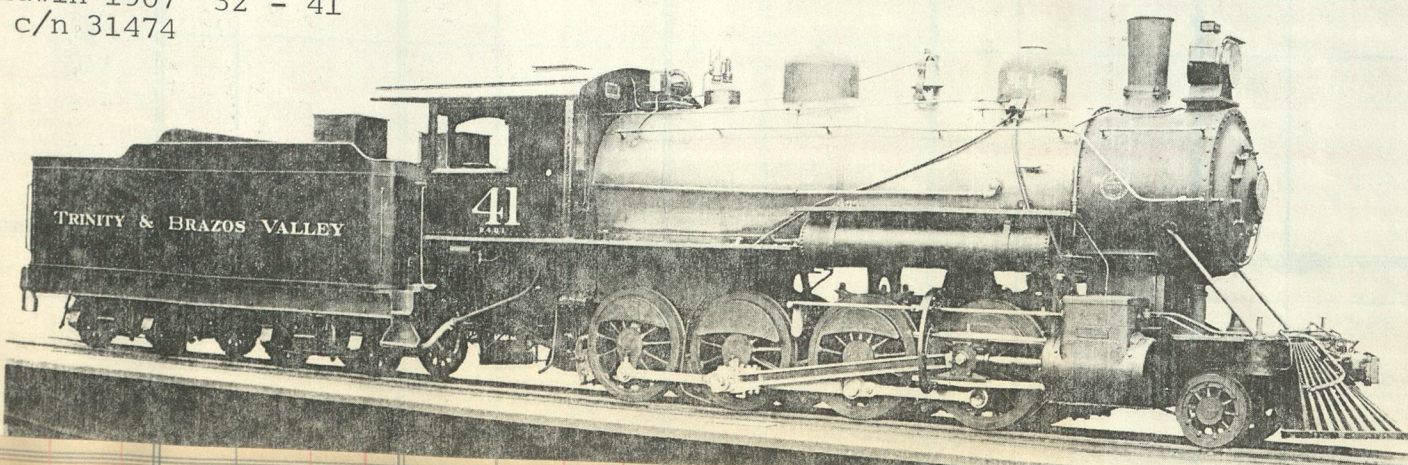


Schenectady 1886
c/n 2125

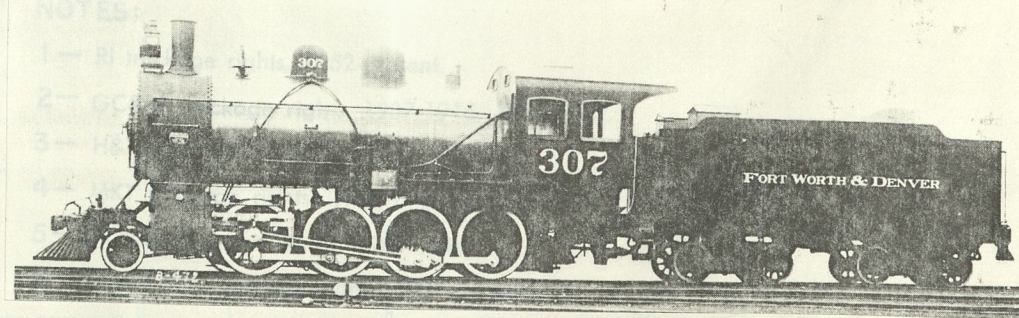


The Denver Road's last engine. Delivered in June 1922, c/n 55633, by BLW.

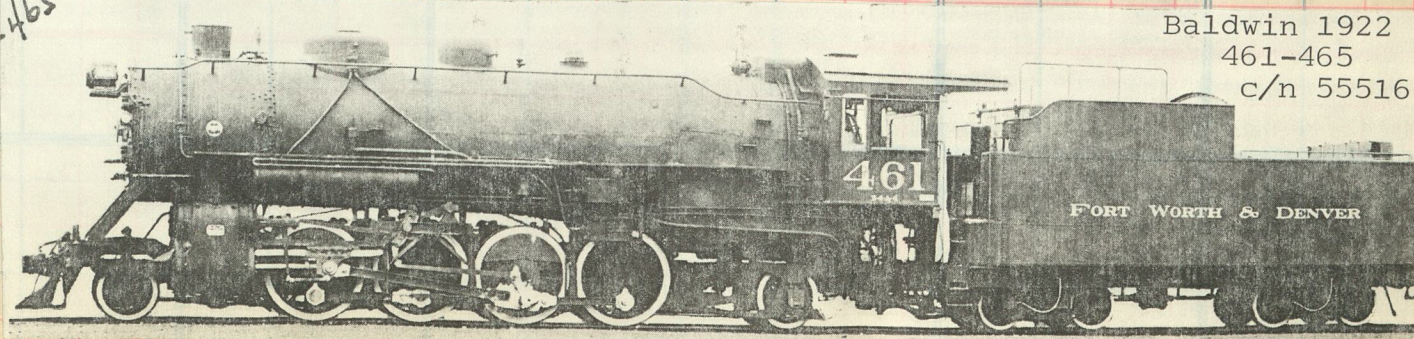
Baldwin 1907 32 - 41
c/n 31474



301-309 c/n 40249 Brooks 1906



Baldwin 1922
461-465
c/n 55516



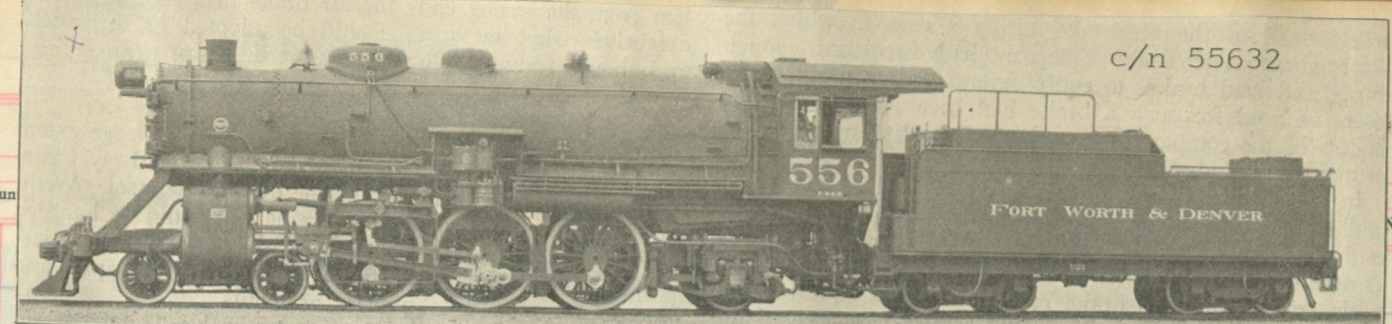
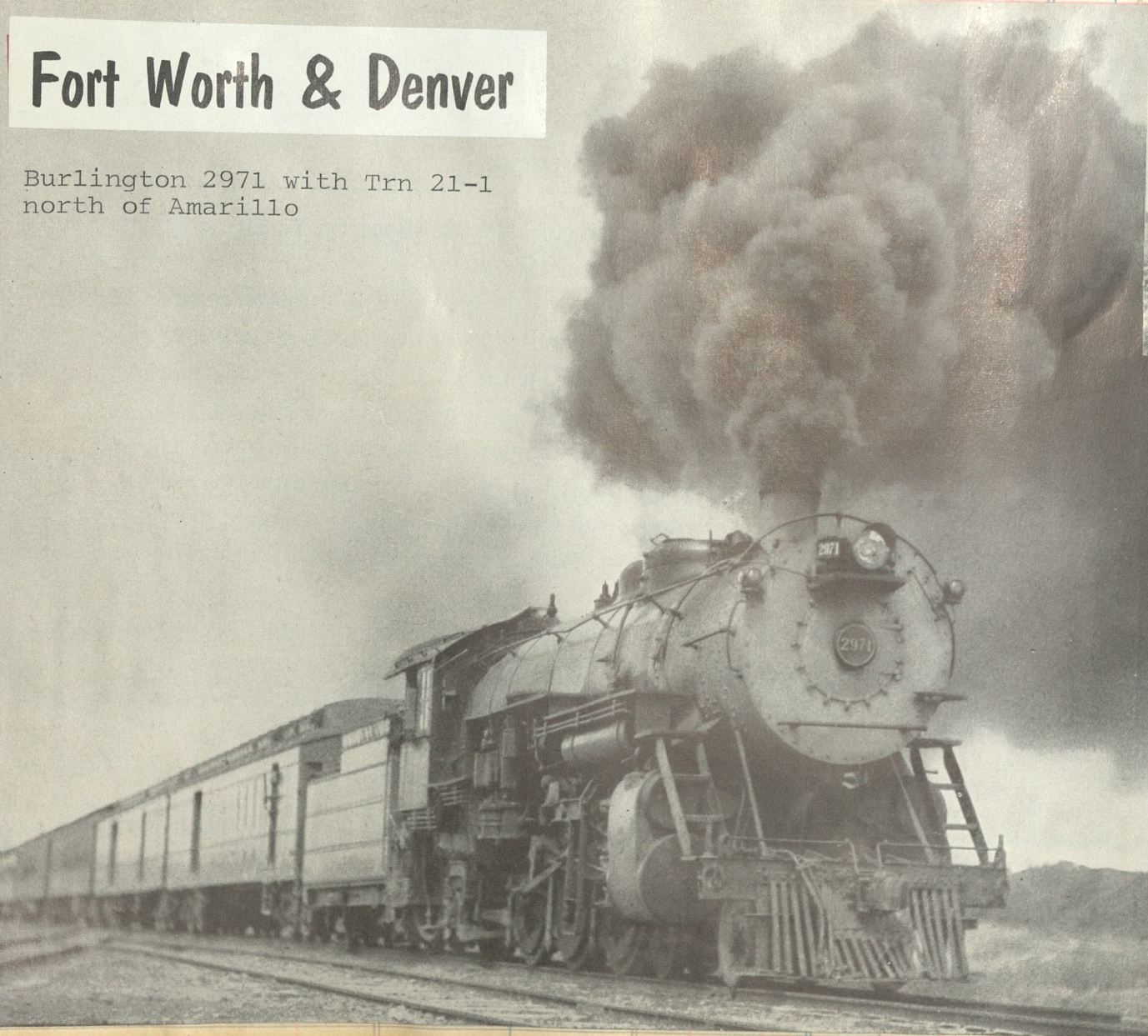


One of five [551-555] Pacifics delivered by Schenectady in 1920. The 551 (c/n 61070) is ready to depart Ft Worth with Trn 2-22.



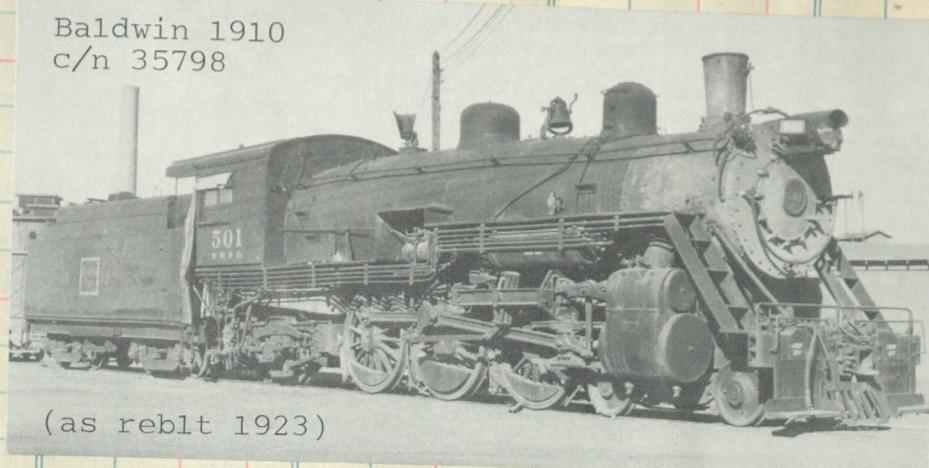
Fort Worth & Denver

Burlington 2971 with Trn 21-1 north of Amarillo



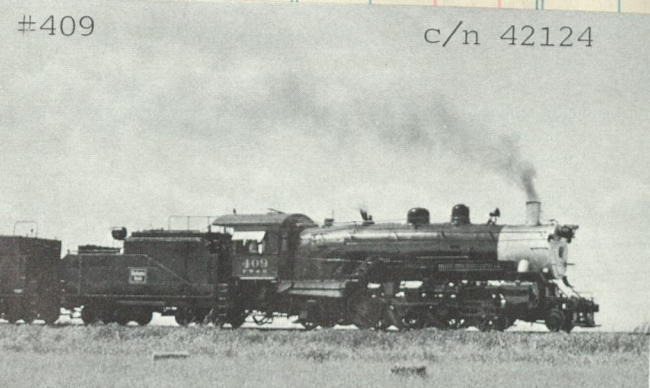
c/n 55632

Oil-Burning Pacific Type for the Fort Worth & Denver, Built by the Baldwin Locomotive Works 1922



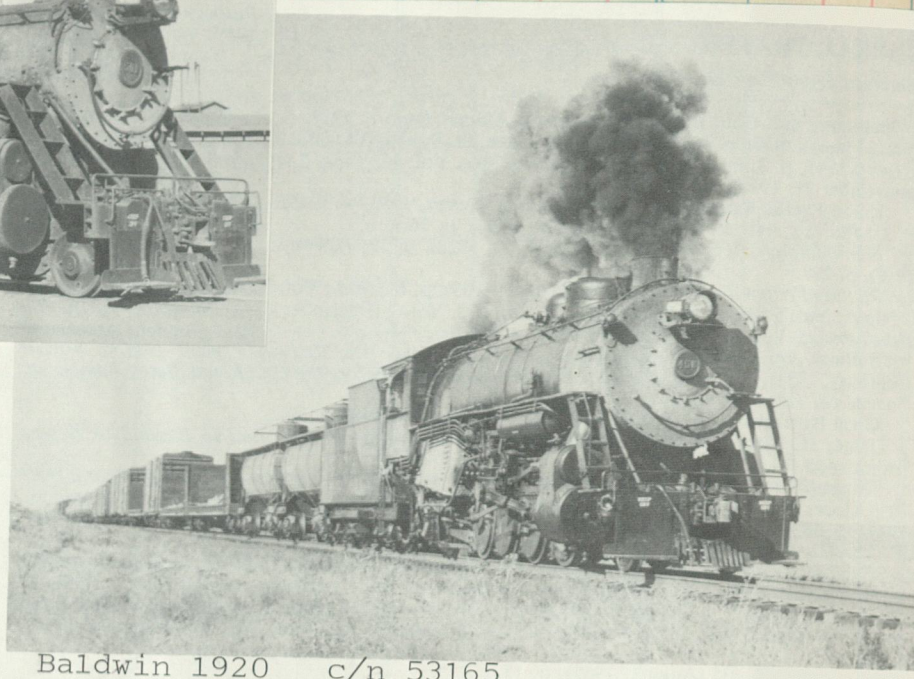
Baldwin 1910 c/n 35798

(as rebuilt 1923)



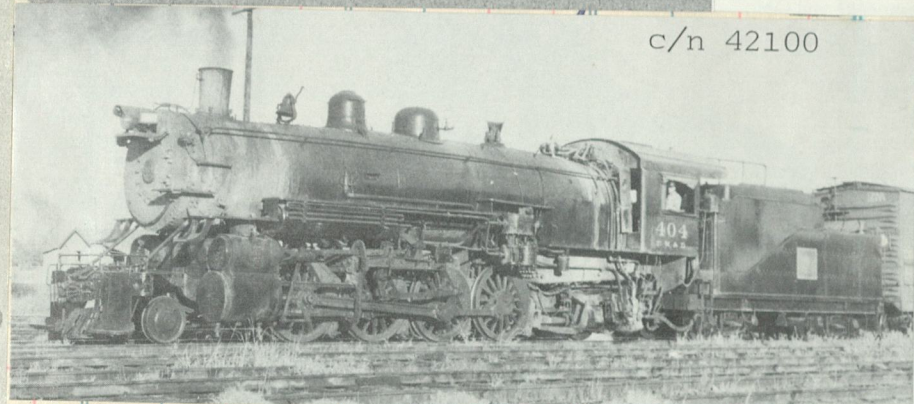
#409

c/n 42124

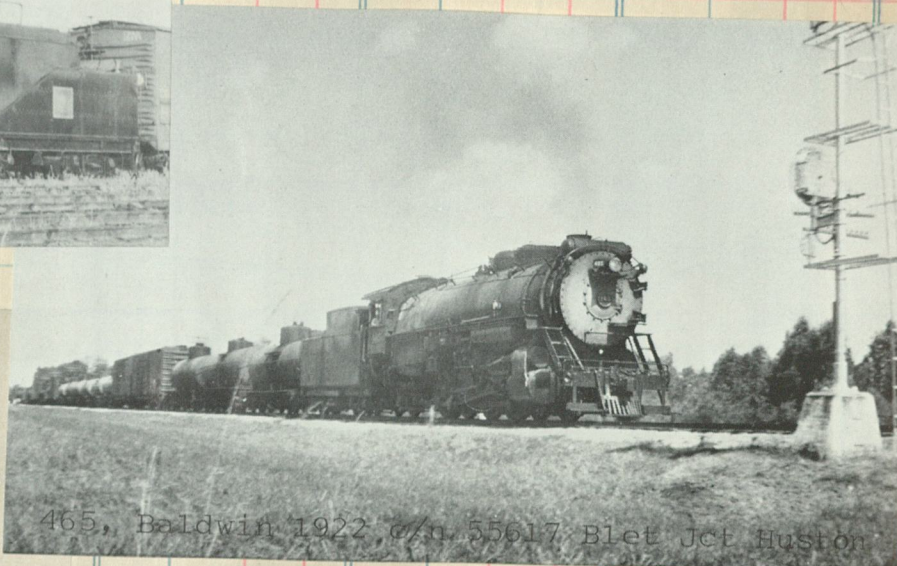


Baldwin 1920 c/n 53165

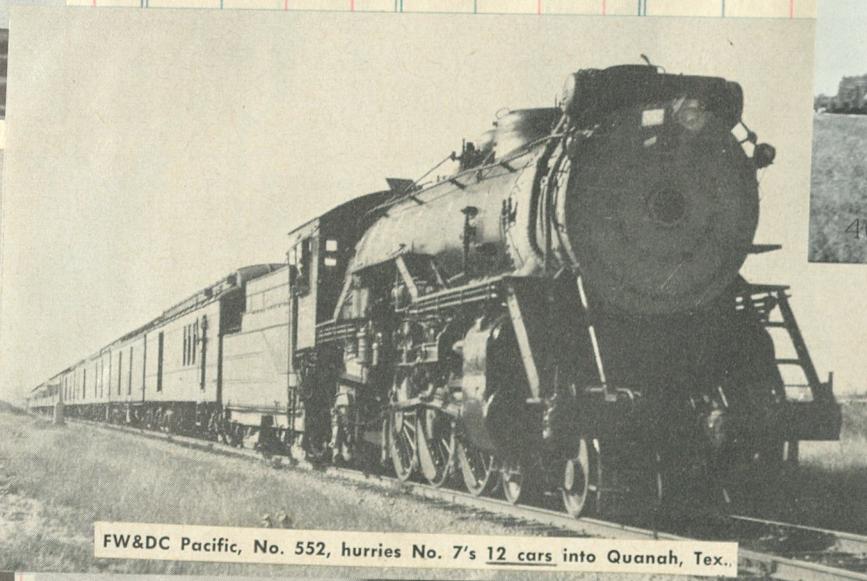
FW&D 456 steams along between Childress and Acme, Texas, across the vast and dry West Texas plains, at MP 210 with a mixed consist of box, bulkhead and oil tanks. It was a late November day in 1958, near the end of steam on this road.



c/n 42100

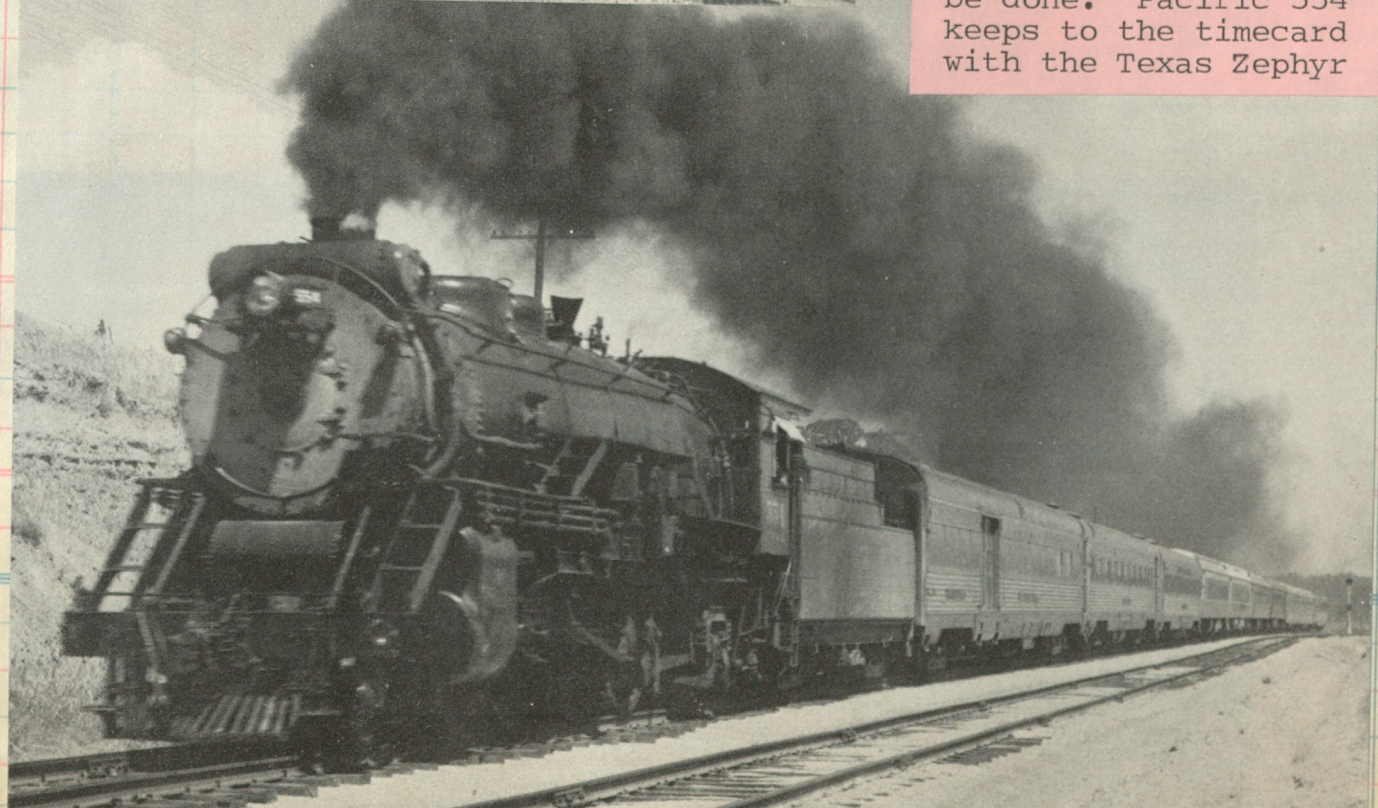


465, Baldwin 1922, c/n 55617 Blot Jct. Huston



FW&DC Pacific, No. 552, hurries No. 7's 12 cars into Quanah, Tex.

This is how it should be done! Pacific 554 keeps to the timecard with the Texas Zephyr

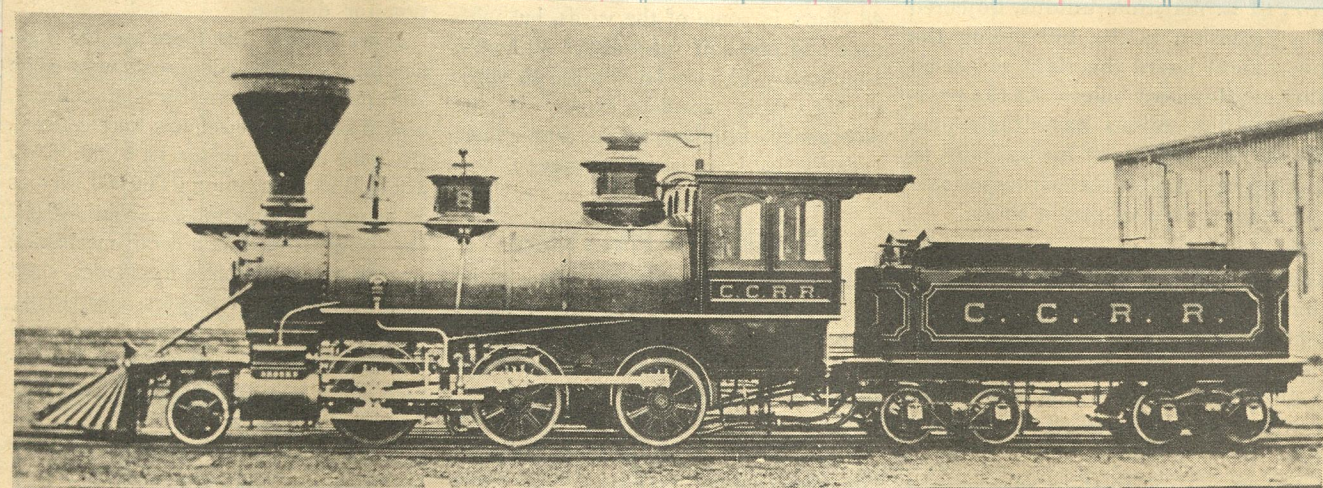


Clos. No. Sold Amount Clos. No. Sold

Amount Clos. No. Sold Amount Clos. No. Sold Amount

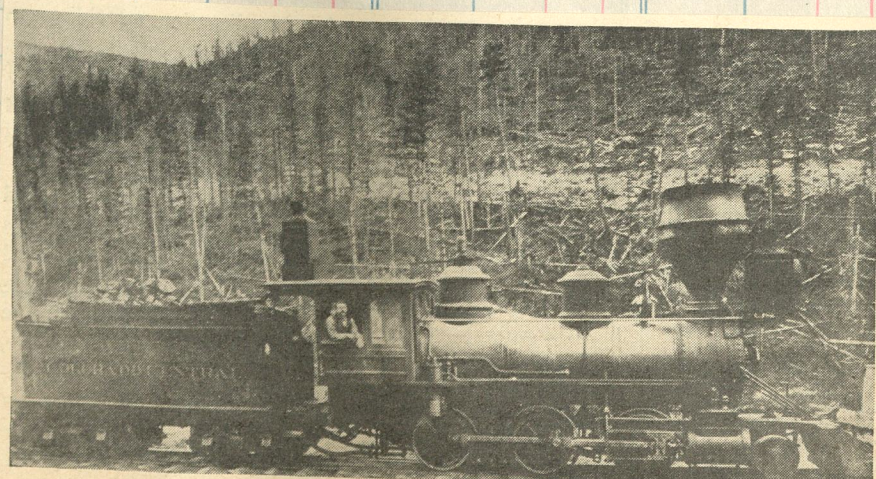
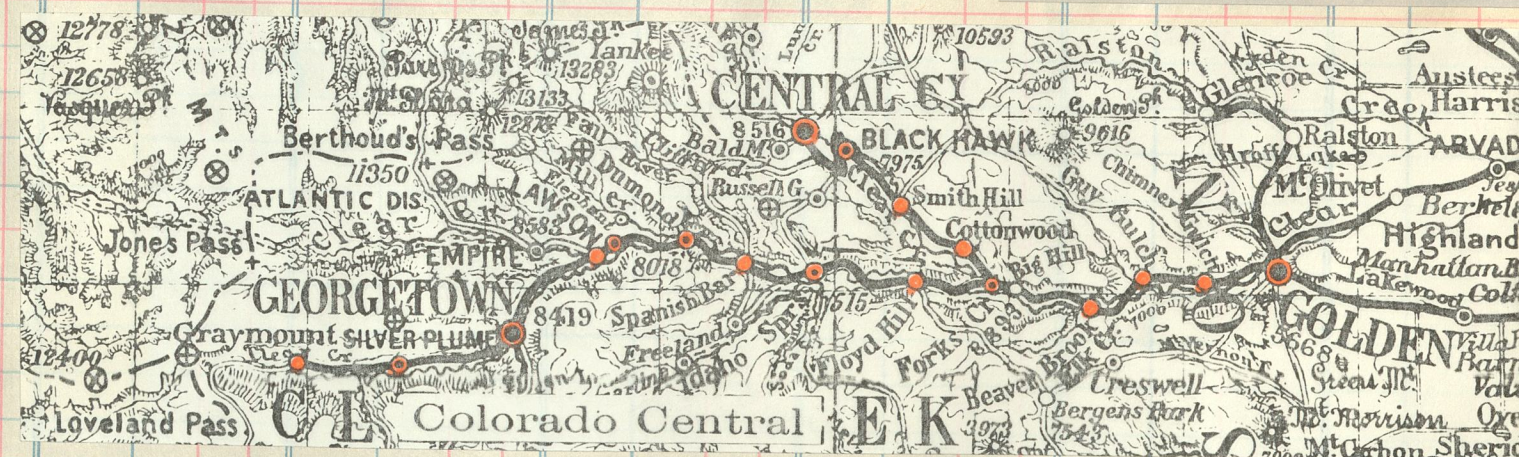


Recommended reading:
COLORADO RAIL ANNUAL #10
by C. W. Hauck



LOCOMOTIVE 8 OF THE COLORADO CENTRAL

George M. Sittig



LOCOMOTIVE 10 OF THE COLORADO CENTRAL

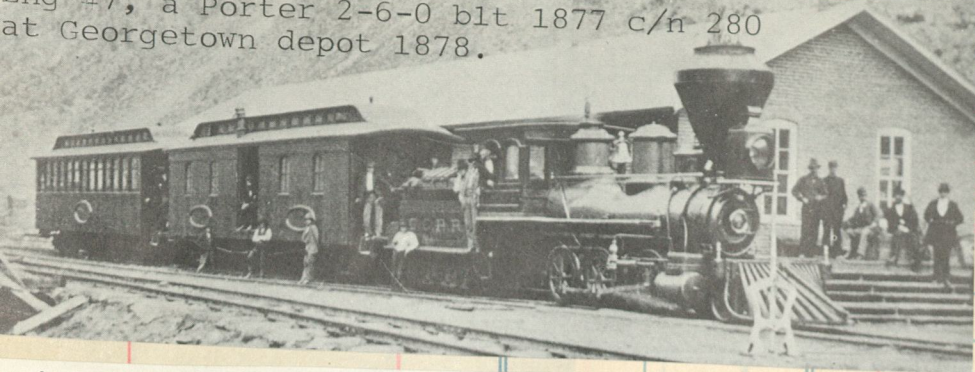
C. C. Rogers

Two of the Brooks Moguls
b1t in 1880. #8, c/n 403,
later UPD&G #150-5 and
last as C&S #15. #10 had
c/n 464 and noed UPD&G
152-6 then C&S #16. Both
were sold prior to 1902.

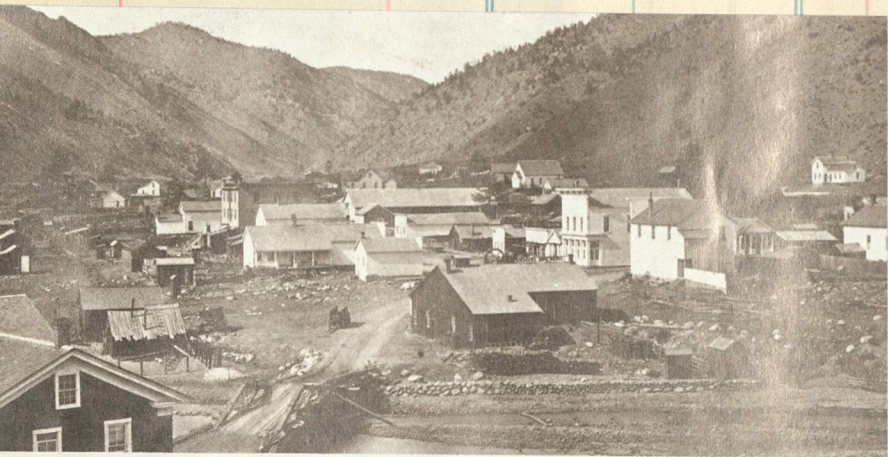
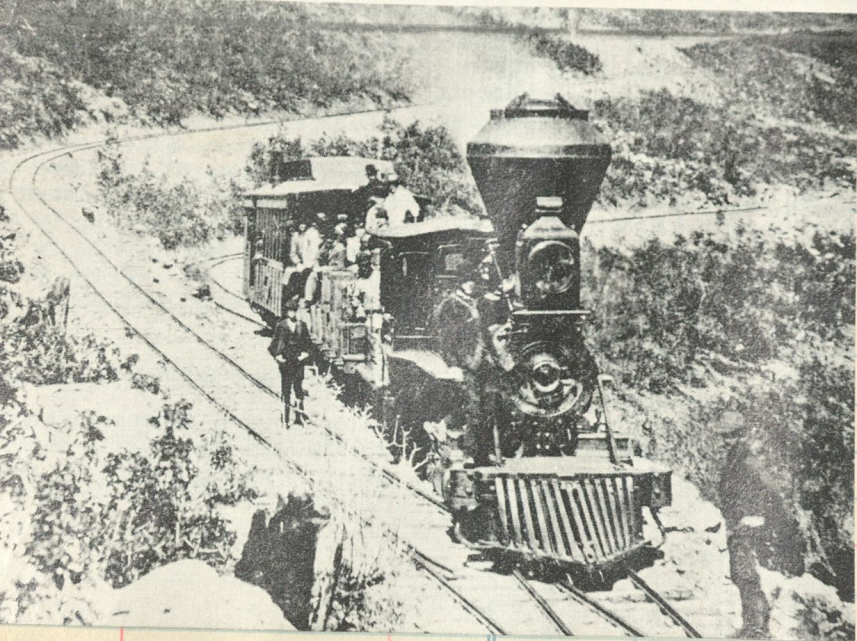


A distant view of Georgetown in 1885.

Eng #7, a Porter 2-6-0 blt 1877 c/n 280 at Georgetown depot 1878.



Colorado Central No. 1 on switchback between Blackhawk and Central City, Colorado



Idaho Springs, a summer resort of hot springs and mining activities in 1873.



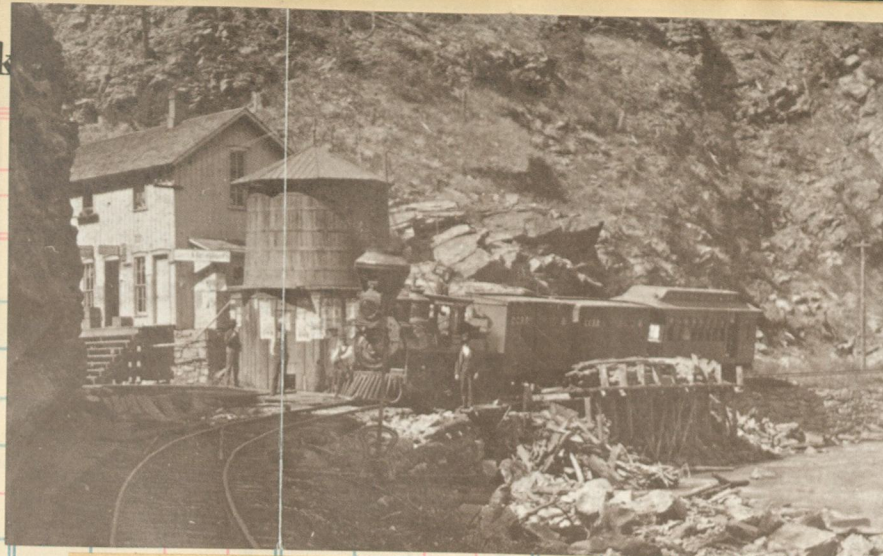
Inspiration Point, Clear Creek Canon

Sky, rock and stream combine in the picturesque to awaken the muse in the most prosaic, or spur to action the doughty



The Hanging Rock—In Shadow

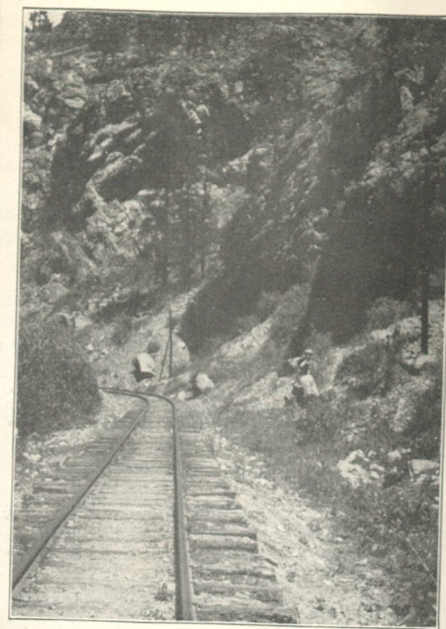
What is the portent of that frowning face?
What doom is in that overhanging brow?
Will earthquake ever shake it from its place?
Will Nature, maybe, wreak her malice now?



An eastbound mixed at Beaver Brook, eight miles west of Golden.



Black Hawk 1899



A Colorado & Southern passenger train beside Clear Creek in 1906.

ES

August 1897

THE GULF ROAD

(UNION PACIFIC, DENVER & GULF RY)

Denver to Black Hawk and Central City

Exp. A	Mail & Exp. A	Miles	STATIONS.	Ele.	Exp. A	Mail & Exp. A
No. 43	No. 41				No. 40	No. 41
3.20	8.15	0	Lv. Denver.....Ar.	5,170	9.45	6.00
4.05	8.58	16	Ar. Golden.....Lv.	5,855	9.00	6.00
4.09	9.00	29	Lv. Golden.....Ar.	5,655	8.46	5.00
4.59	9.54	29	Ar. Porks Creek.....Lv.	6,880	7.55	4.00
5.05	10.00	29	Lv. Porks Creek.....Ar.	6,880	7.44	4.00
5.18	10.08	31	Ar. Cottonwood.....Lv.	7,177	7.35	3.00
5.24	10.19	33	Lv. Smith Hill.....Ar.	7,607	7.25	3.00
5.55	10.30	38	Ar. Black Hawk.....Lv.	8,032	7.25	3.00
6.00	10.55	40	Ar. Central City.....Lv.	8,503	7.00	3.00

—Lunch. A. M. time, light faced figures.
A—Daily. P. M. time, bold faced figures.
f—Stops on signal, or to discharge passengers. Standard-Mountain time.
Sundays, Train No. 43 will leave Denver at 6.00 P. M.

THE GULF ROAD

(UNION PACIFIC, DENVER & GULF RY)

Denver to Idaho Springs and the Loop

No. 55.	Exp. A	Mail & Exp. A	Miles	STATIONS.	Ele.	Exp. A	Mail & Exp. A
Excursion.	No. 53.	No. 51.				No. 52.	No. 54.
Sunday only.	Daily.	Daily.				Daily	Daily
11.15	3.20	8.15	0	Lv. Denver.....Ar.	5,170	9.45	6.00
11.25	3.30	8.25	3	Ar. Argo.....Lv.	5,213	9.35	5.50
11.35	3.42	8.37	8	Lv. Argo Junction.....Ar.	5,198	9.24	5.38
12.10	3.51	8.46	11	Ar. Mt. Olivet.....Lv.	5,487	9.13	5.29
12.15	4.05	9.05	16	Lv. Golden.....Ar.	5,655	9.00	5.17
12.20	4.17	9.18	19	Ar. Chimney Gulch.....Lv.	5,913	8.47	5.04
12.25	4.29	9.33	22	Lv. Guy Gulch.....Ar.	6,214	8.35	4.53
12.30	4.41	9.50	24	Ar. Elk Creek.....Lv.	6,523	8.23	4.41
12.35	4.51	10.02	27	Lv. Roscoe.....Ar.	6,355	8.12	4.30
12.40	4.55	10.06	28	Ar. Big Hill.....Lv.	6,826	8.08	4.26
12.45	4.69	10.09	29	Lv. Ar. Forks Creek.....Ar.	6,880	8.05	4.23
12.50	4.81	10.21	32	Ar. Floyd Hill.....Lv.	7,203	7.53	4.10
12.55	4.91	10.33	37	Lv. Idaho Springs.....Ar.	7,843	7.27	3.55
1.00	5.00	10.53	37	Ar. Fall River.....Lv.	7,666	7.20	3.27
1.05	5.10	11.02	38	Lv. Dumont.....Ar.	8,090	7.11	3.15
1.10	5.20	11.10	42	Ar. Lawson.....Lv.	8,113	7.05	3.06
1.15	5.30	11.19	44	Lv. Empire.....Ar.	8,247	7.00	3.00
1.20	5.40	11.24	45	Ar. Georgetown.....Lv.	8,476	6.48	2.45
1.25	5.50	11.40	50	Ar. Silver Plume.....Lv.	9,176	6.25	2.20

—Lunch. A. M. time, light faced figures.
A—Daily. P. M. time, bold faced figures.
Standard-Mountain time. f—Stops on signal, or to discharge passengers.

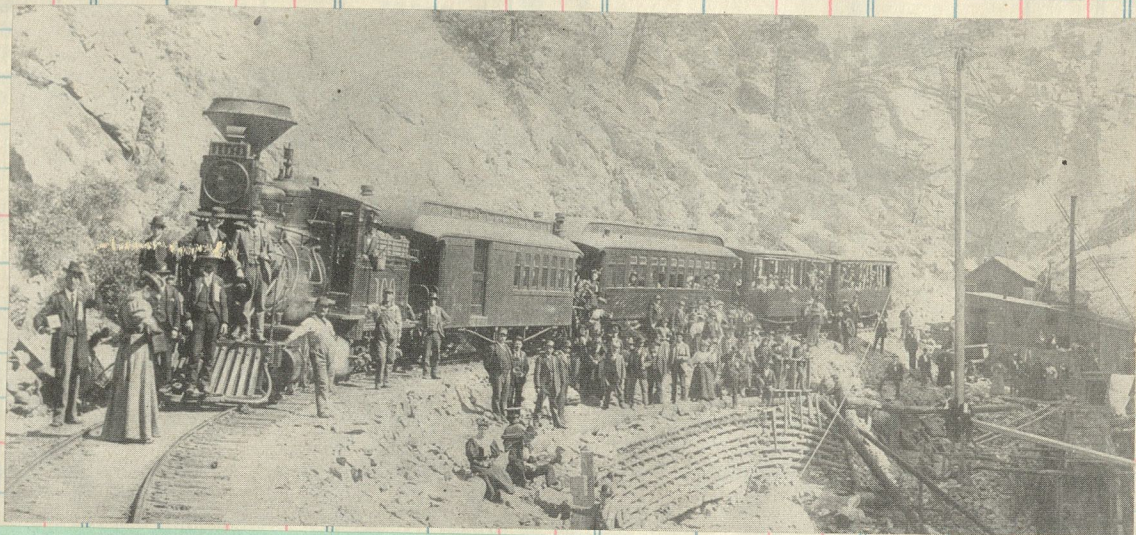
On Sundays, Train No. 53 will leave Denver at 6.00 P. M.



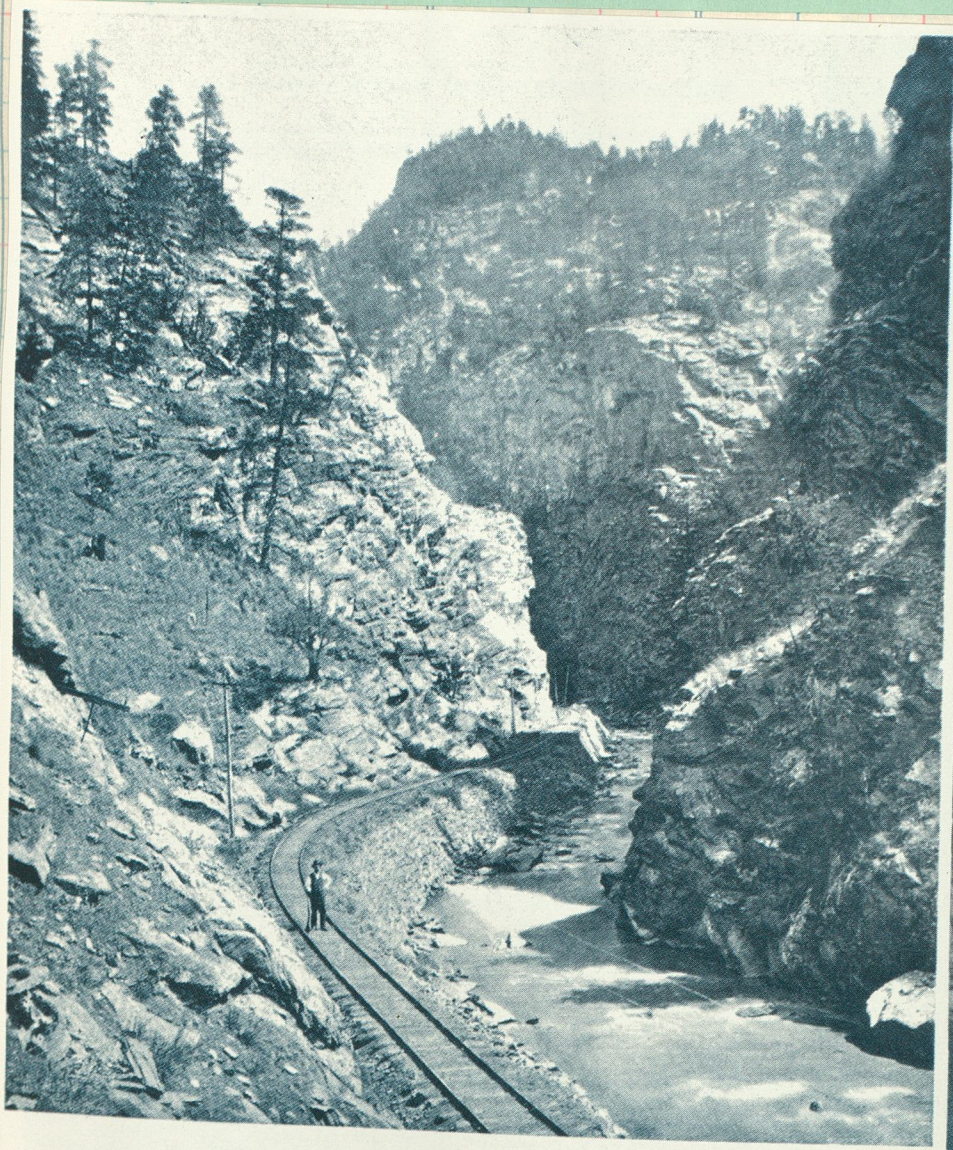
An opening through mighty mountains, filled with wondrous scenes and the mad music of a tumbling stream



Elk horns adorn the headlight of C&S narrow-gauge Mogul 2, built in 1890 by Brooks as Colorado Central 11. In the left background sits an ex-Denver, South Park & Pacific Cooke-built narrow-gauge Consolidation.



The 109 makes a photo stop at Roscoe in Clear Creek Canyon with four cars of a Order of Railway Trainmen convention. 2-6-0 #109 is the DL&G number. Blt in 1884 by Cooke as DSP&P #39 and last as C&S #4

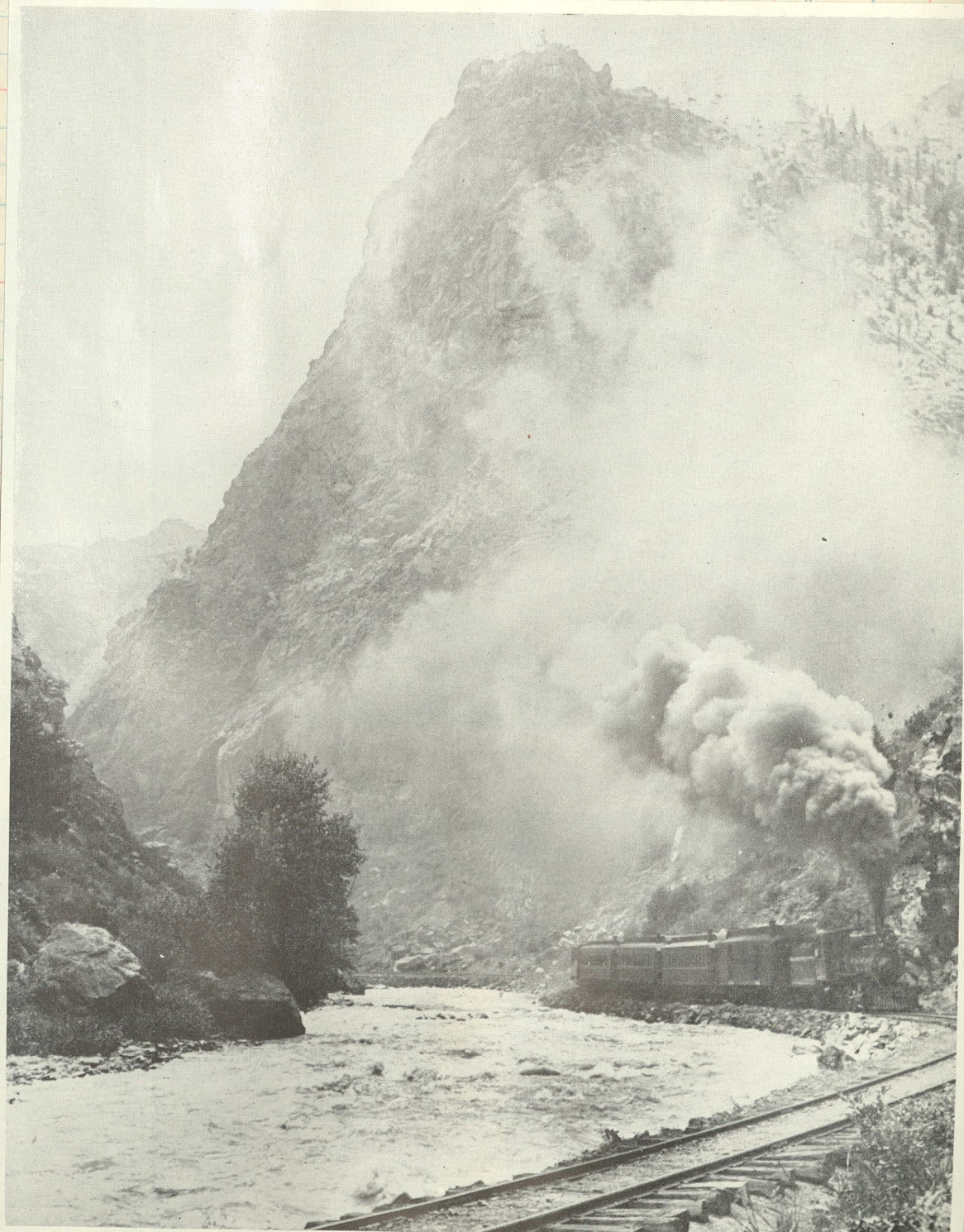


Hanging Rock, Clear Creek Canon

Projecting out over the way like a gargoyle grotesque with its hideous grimace ever menacing the passerby

Rocky Point Clear Creek Canon

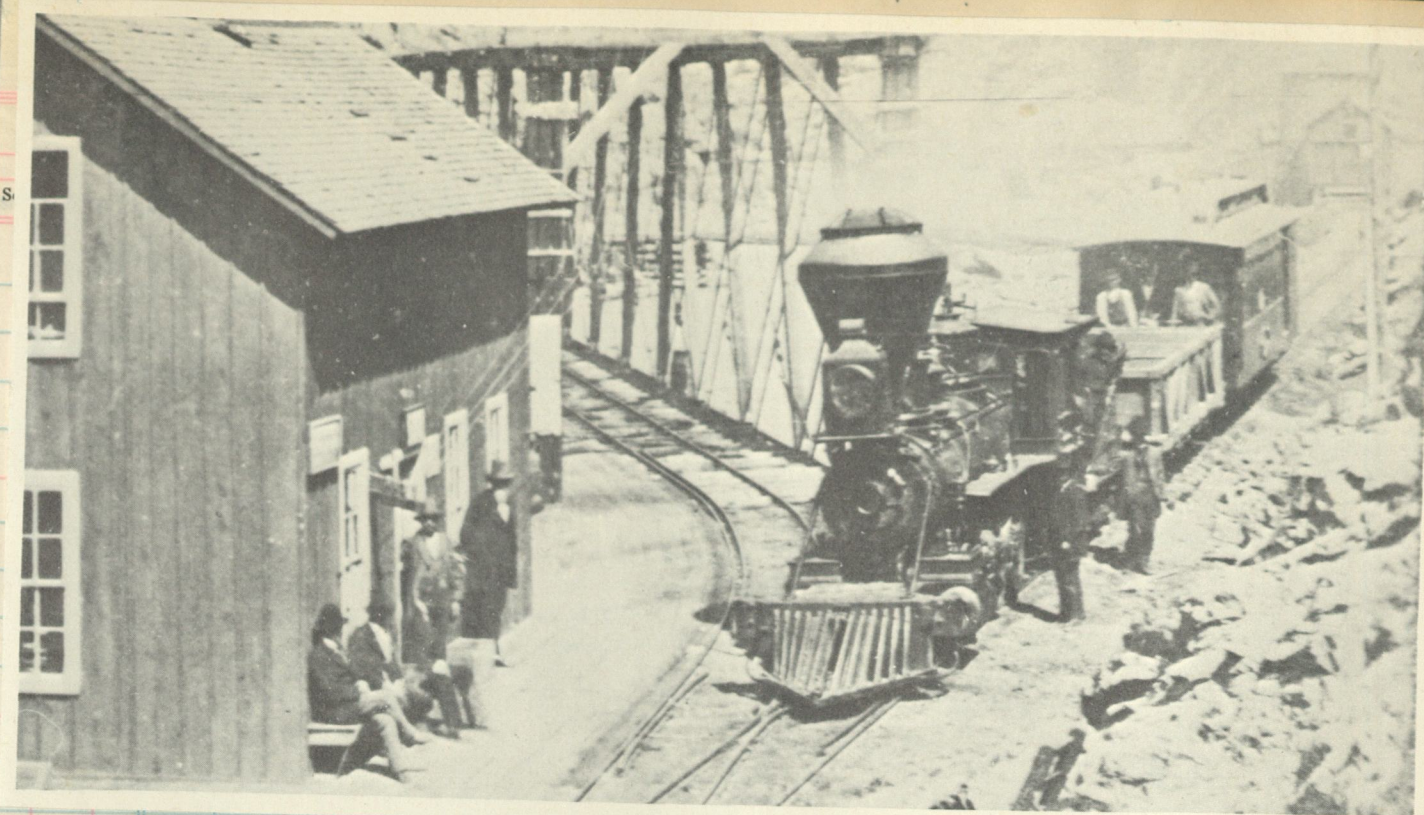
Stands like a warrior ready for the fray, prepared to breast the fiercest assaults, or turn back the stoutest invaders of the fastness



Pillars of Smoke in Clear Creek Canyon



FORKS CREEK An eastbound passenger train from Silver Plume and Georgetown standing by the station with connecting train from Black Hawk in the right background. Upper right..A Porter Mogul with a mixed from Black Hawk..... Below..#70 drifts down the Black Hawk lead just above the old station site. And backing around the wye from the Georgetown to the Black Hawk line.



Don't Forget Your Basket of Lunch

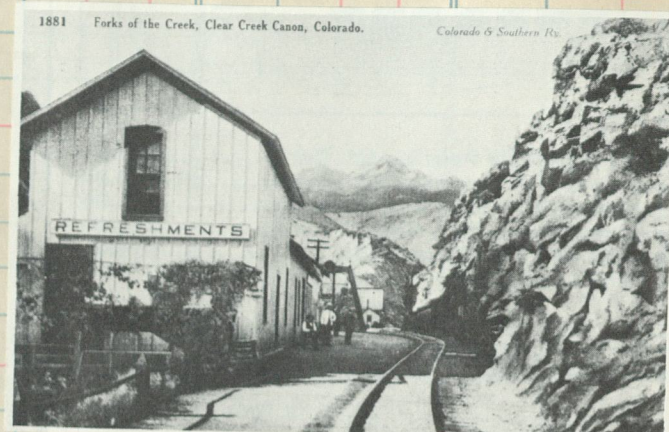
TO-DAY ON YOUR TRIP OVER THE "LOOP,"

A 50-CENT BASKET CONTAINS: Half Spring Chicken, Four Slices Bread and Butter, Sliced Ham, Two Hard Boiled Eggs, Pie, Pickles and Fruit.

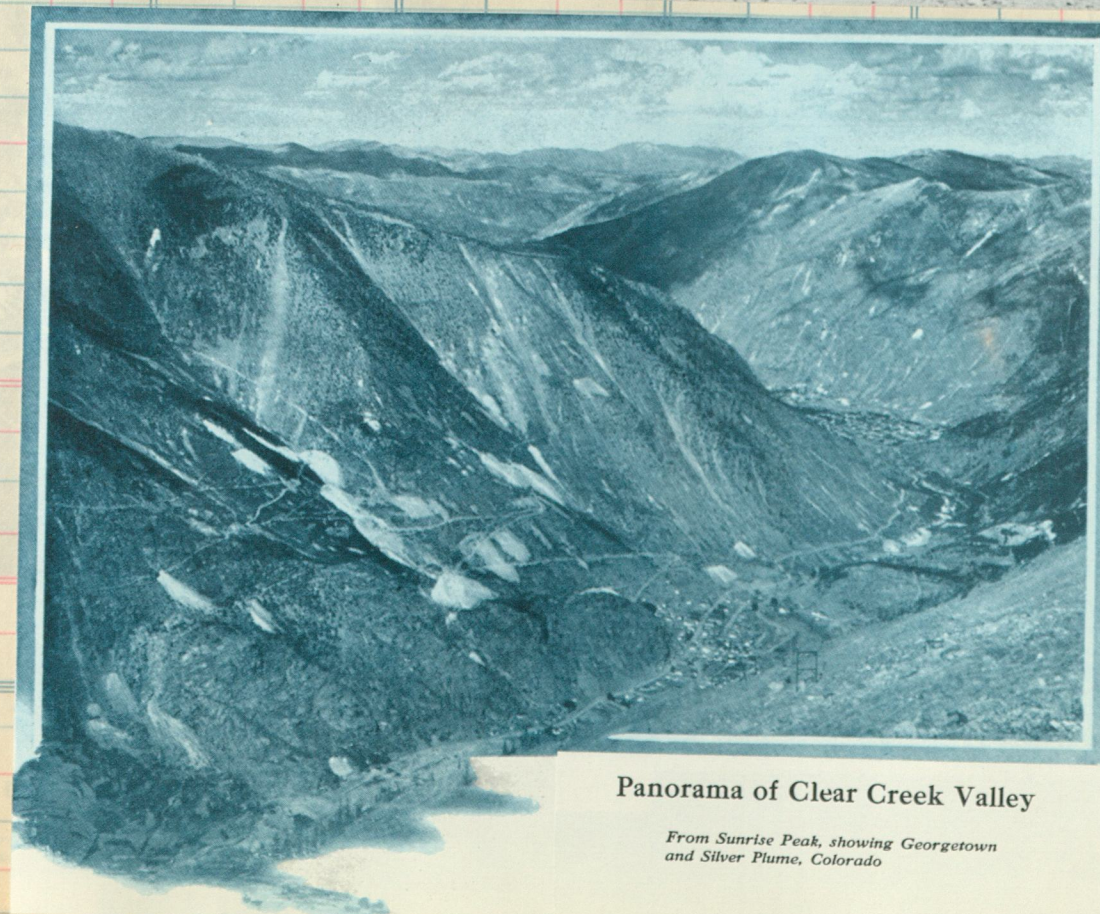
At Lunch Counter, Forks Creek

You will find all the Delicacies of the Season

BOTTLED BEER, WINES, CIGARS, ETC.

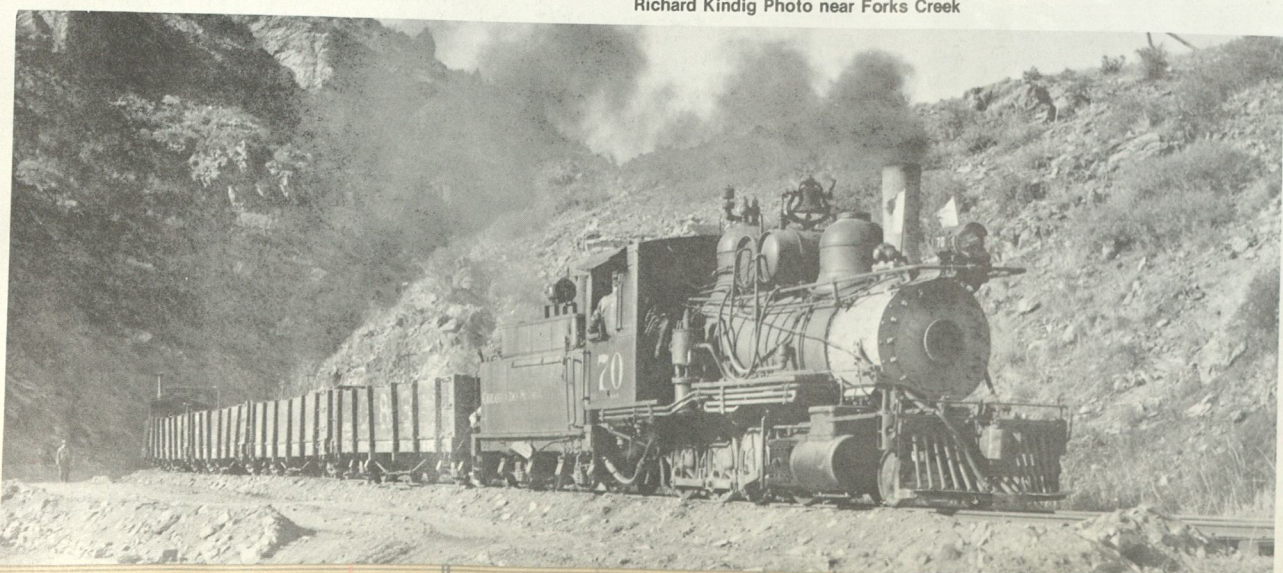


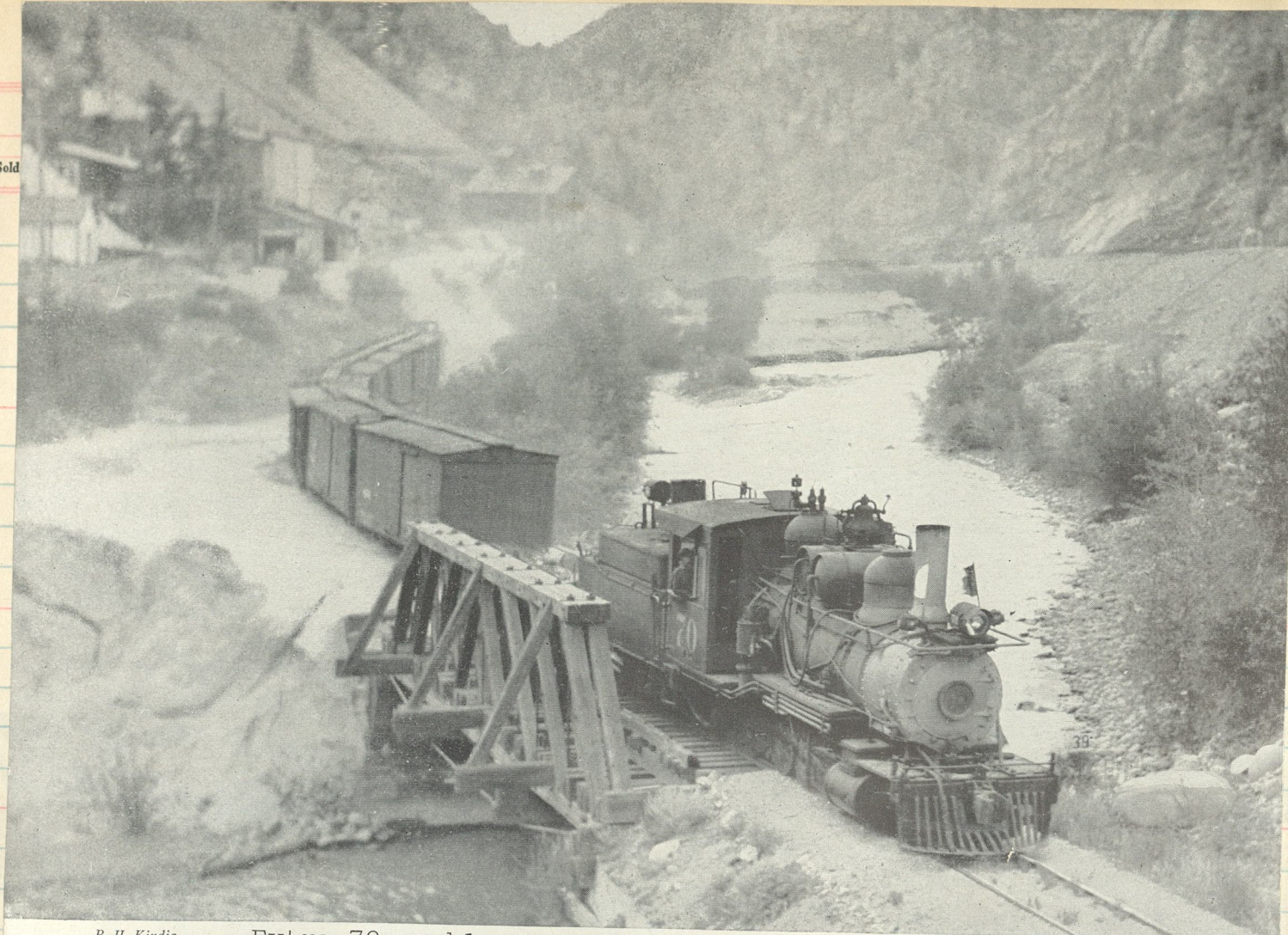
Richard Kindig Photo near Forks Creek



Panorama of Clear Creek Valley

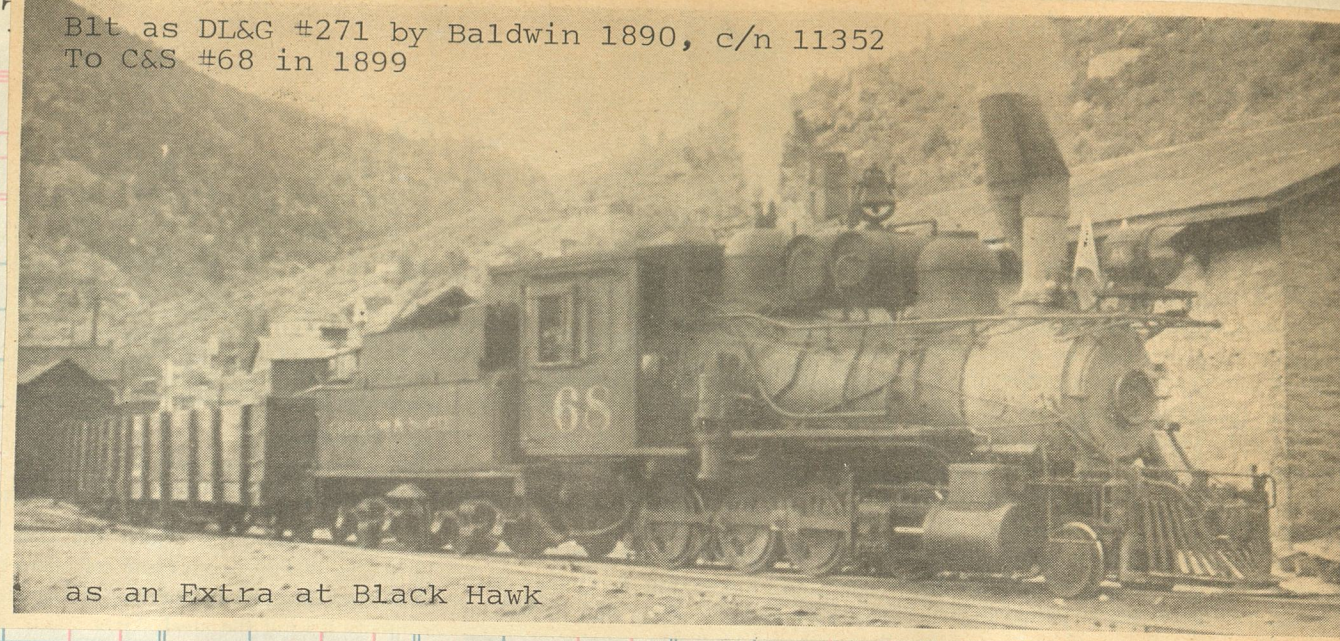
From Sunrise Peak, showing Georgetown and Silver Plume, Colorado





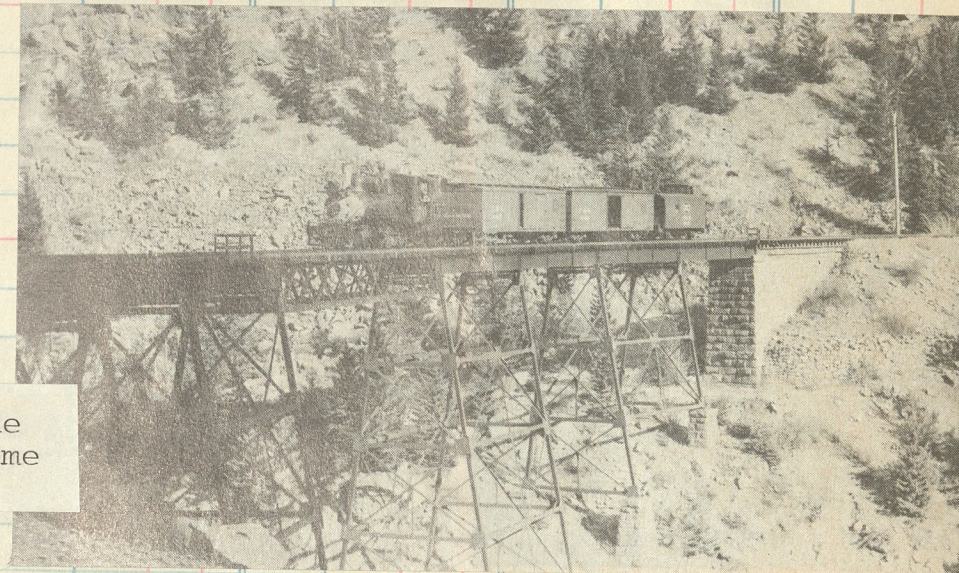
R. H. Kindig

Extra 70 rumbles over Clear Creek at Stanley Mines



Blt as DL&G #271 by Baldwin 1890, c/n 11352
To C&S #68 in 1899

as an Extra at Black Hawk

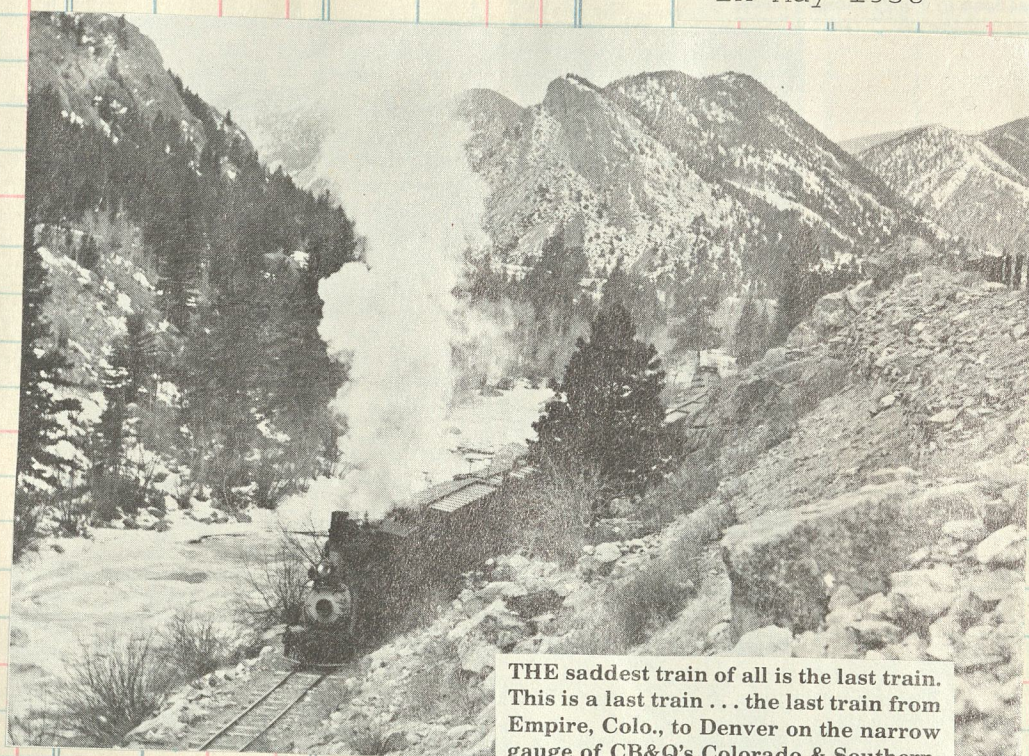


Below, 65 of the Colorado & Southern, a 2-8-0, stands with its train
at Clear Creek in 1938.



The Old Roadmaster, Clear Creek Canon

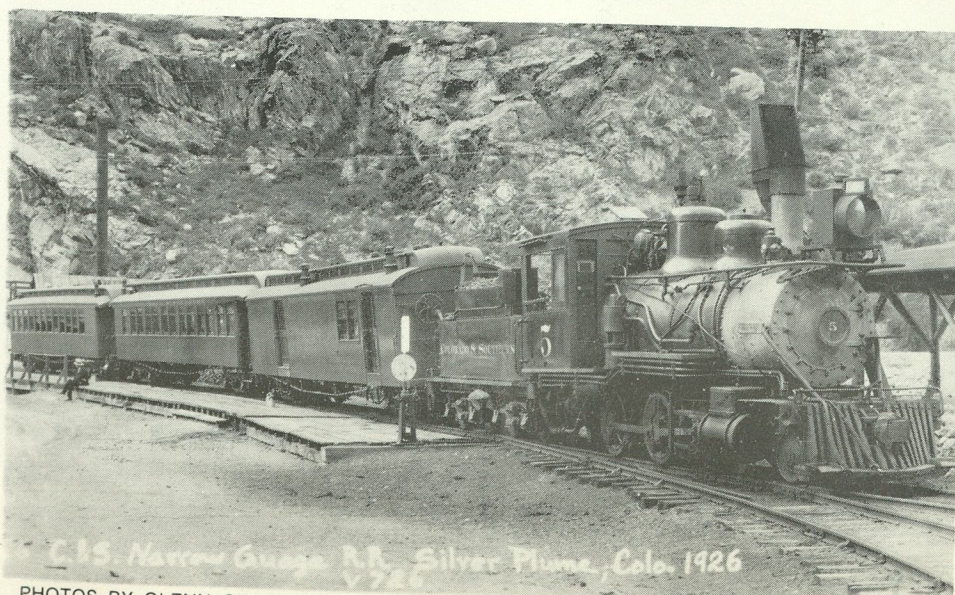
One of the fanciful pieces of statuary carved out
by Nature in Clear Creek Canon



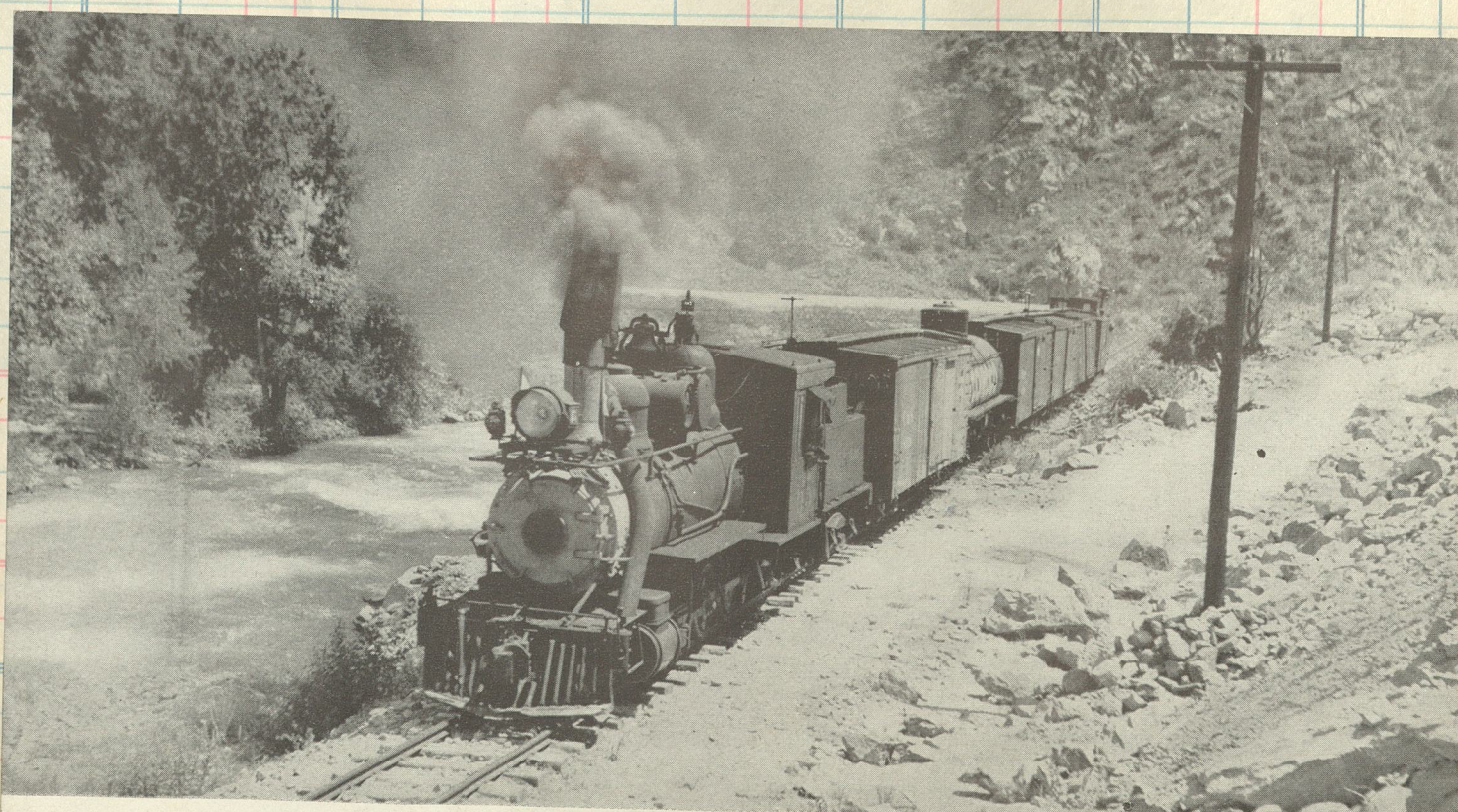
THE saddest train of all is the last train.
This is a last train . . . the last train from
Empire, Colo., to Denver on the narrow
gauge of CB&Q's Colorado & Southern.
Leading the way on January 30, 1939, is
2-8-0 No. 68, built by Baldwin in 1890.



The 65 came from Baldwin in 1890 c/n 11340
as DL&G #268. Retired Dec 1938.



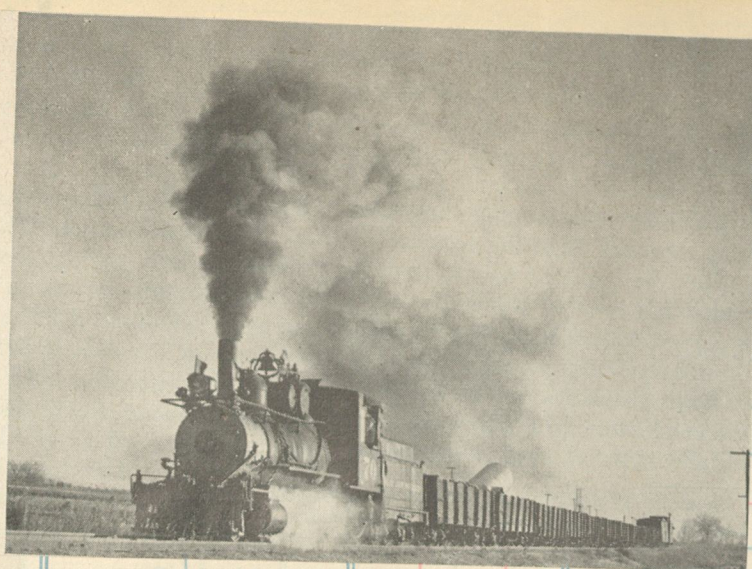
PHOTOS BY GLENN GEBHARDT Y-726 C & S NARROW GAUGE R.R. SILVER PLUME, COLORADO 1926



Extra 65 near Floyd Hill

R. H. Kindig photograph

Vestige of an empire.
Colorado & Southern narrow gauge engine No. 70 chumps through Ridge, Colo., 10 miles from Denver on the vestige of the one-time Colorado Central, which hauled ore from the mines that made Denver great. This was the line that once went to Central City and Silver Plume and included the famous Georgetown Loop. Jack Thode, who took the picture, is a D&RGW employee, one of the very few railfans who work for railroads.*

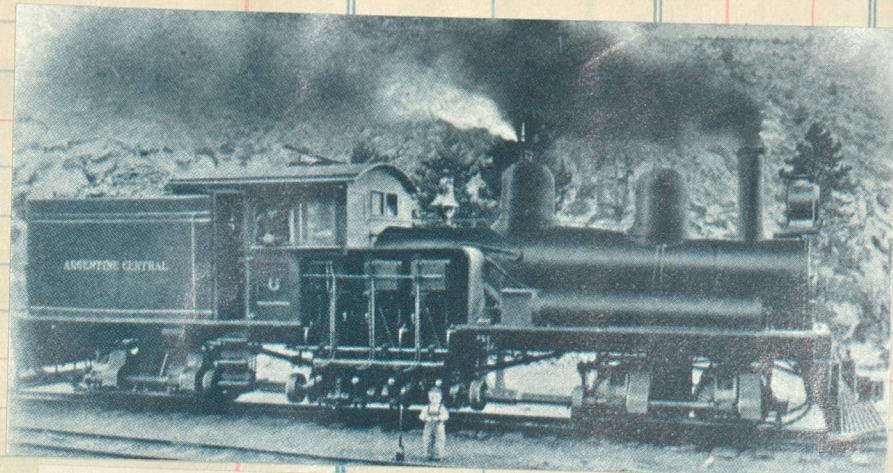


Central City

c 1920



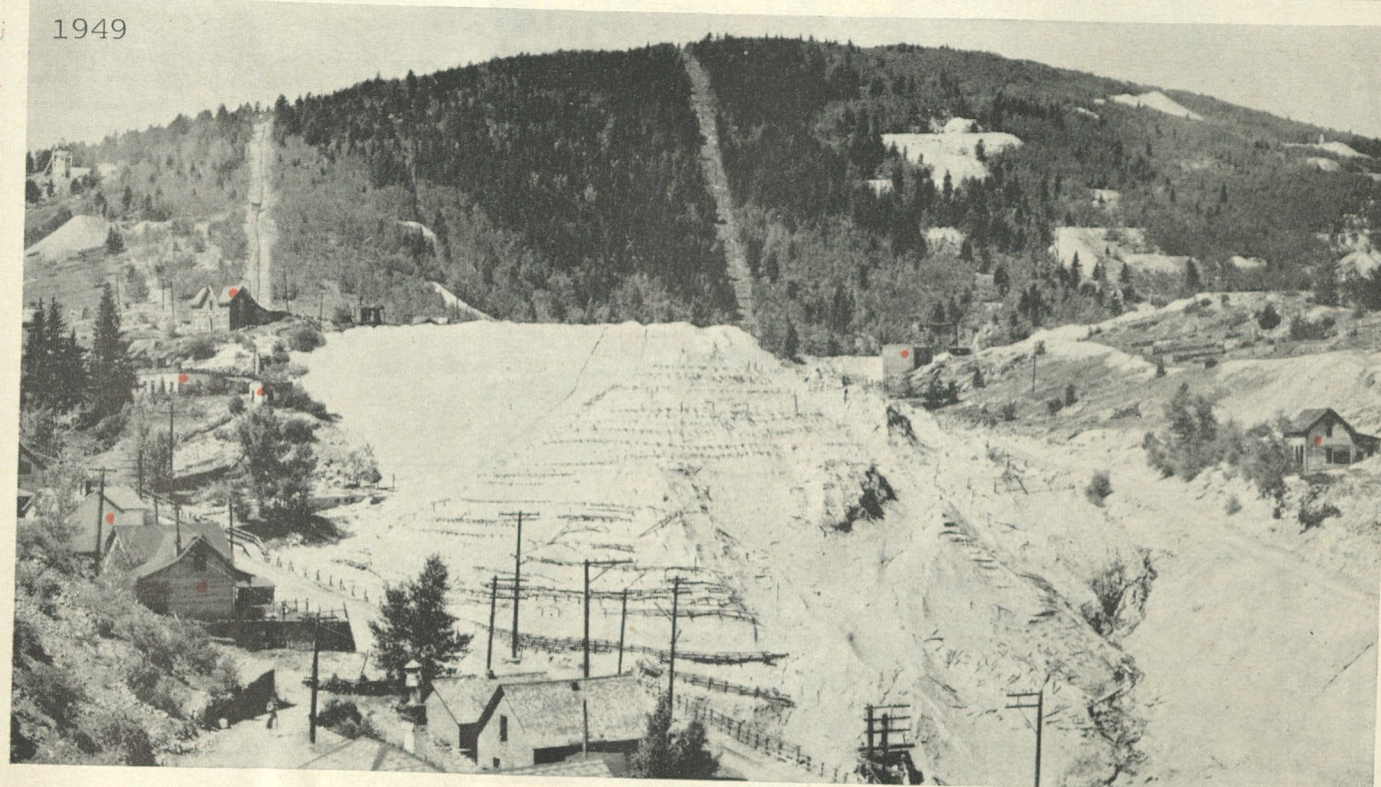
H. E. High collection, from Richard H. Kindig.



#6 blt by LIMA c/n 2093 June 1908



Mother Grundy in Clear Creek Canyon



Richard H. Kindig.



Zig-zag Climb

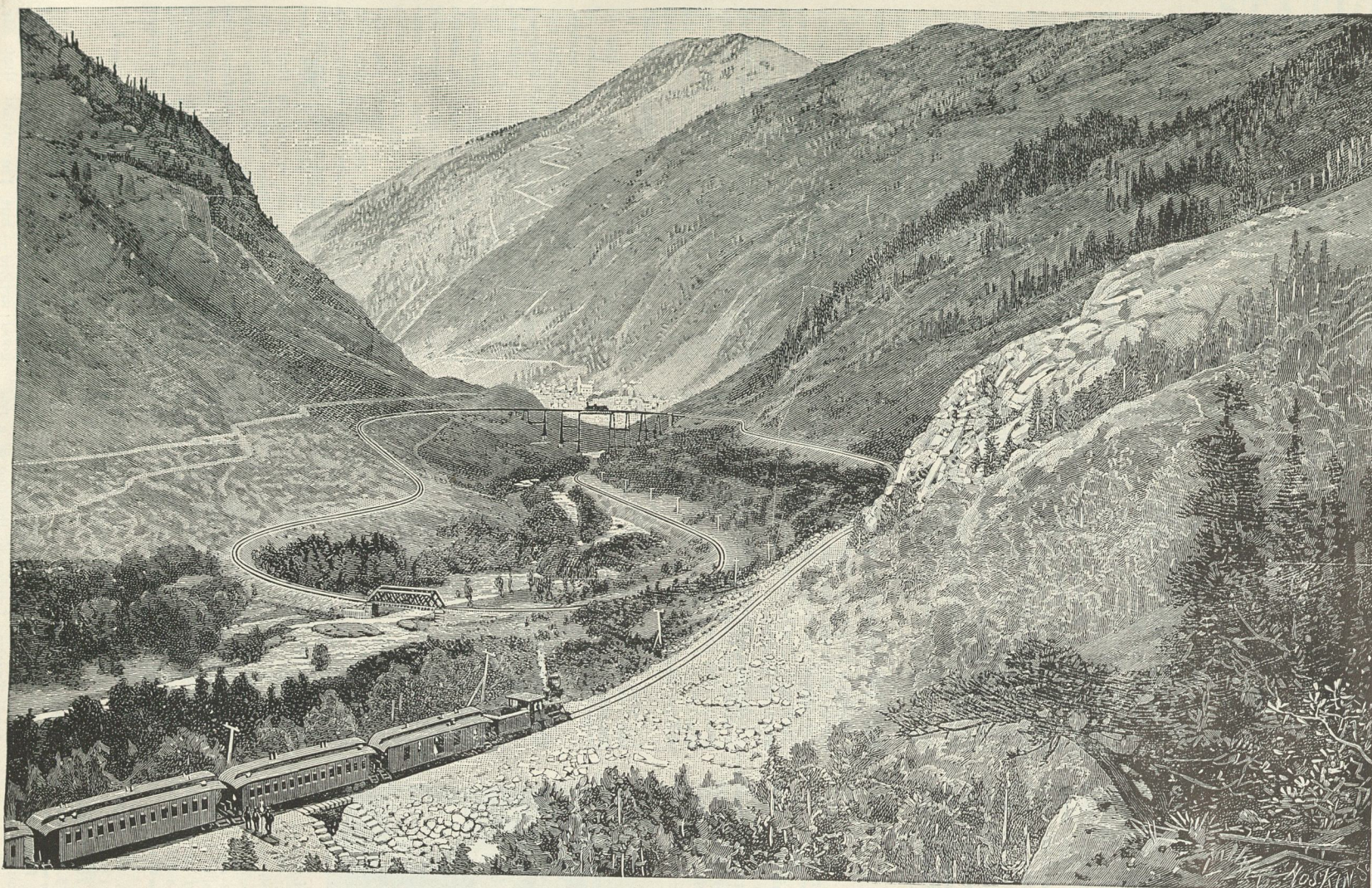
To Mount McClellan. A six per cent grade, on the Argentine Central Railroad

Argentine Central Railway climbed 16 miles of three-foot gauge track from Silver Plume, Colo. (elevation 8850 feet), to Mt. McClellan (14,007 feet). The company's little Shay engines (it had another of locomotive called the Climax type, with the main shaft between the wheels) each pulled three Colorado & Southern open coaches up nearly 8 per cent grades, around 125-foot radius curves, and over ten switchbacks. The line died of insufficient business to keep it properly maintained. Lower picture:



THE GEORGETOWN LOOP

At one time excursion trains carrying hundreds of awed passengers passed daily over this famous loop, one of the most remarkable constructions of boom mining days. The road was abandoned in 1939, the tracks removed and the high trestles torn down.

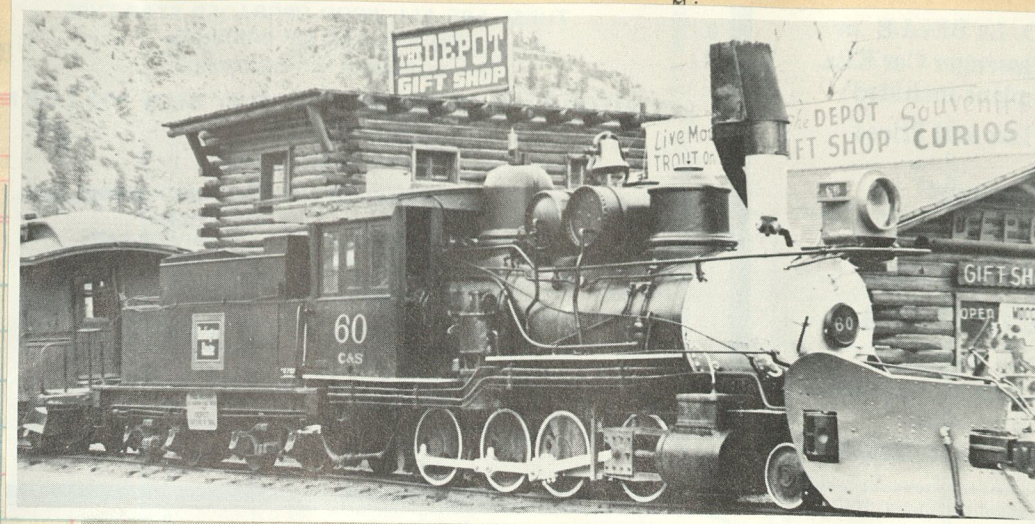


The Colorado Central

This is an old woodcut of the famous Georgetown Loop on the Colorado Central Lines. The CC was a three foot gauge line that ran west from Denver to mining camps near the Continental Divide. The track, descending east from its terminal at Silver Plume, looped around a bow-knot past the place where the artist sat to make this picture, and finally down to where the train appears in the foreground. Then trains encircled the canyon on

the loop to reach the town of Georgetown — the light area just beyond the trestle. From Georgetown the track followed the river banks all the way to Denver — 49.9 miles. The artist worked in a locomotive over the central span of the trestle to give the effect of distance and to show how large the bridge was.

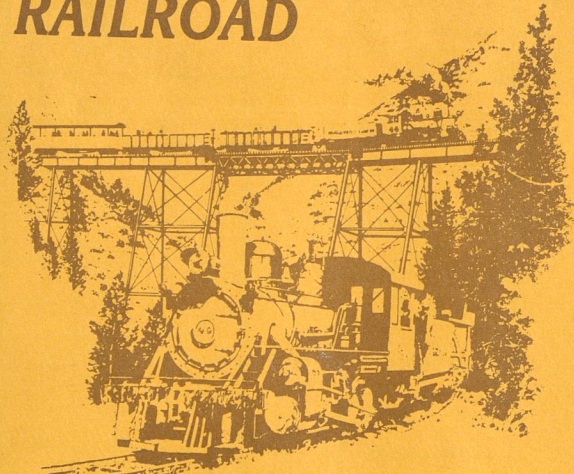
Thousands of tourists rode the little wood cars to Silver Plume every year to see the famous loop and also to ride the Argentine Central Railroad or the cable railroad from Silver Plume to the mountain tops. Mining and tourist traffic had diminished by the thirties and the loop line was dismantled in 1939. opened March 1884



#60 now on static display at Idaho Springs
Blt by Rhode Island c/n 1595 in 1886 as
D.L. & G. #263.



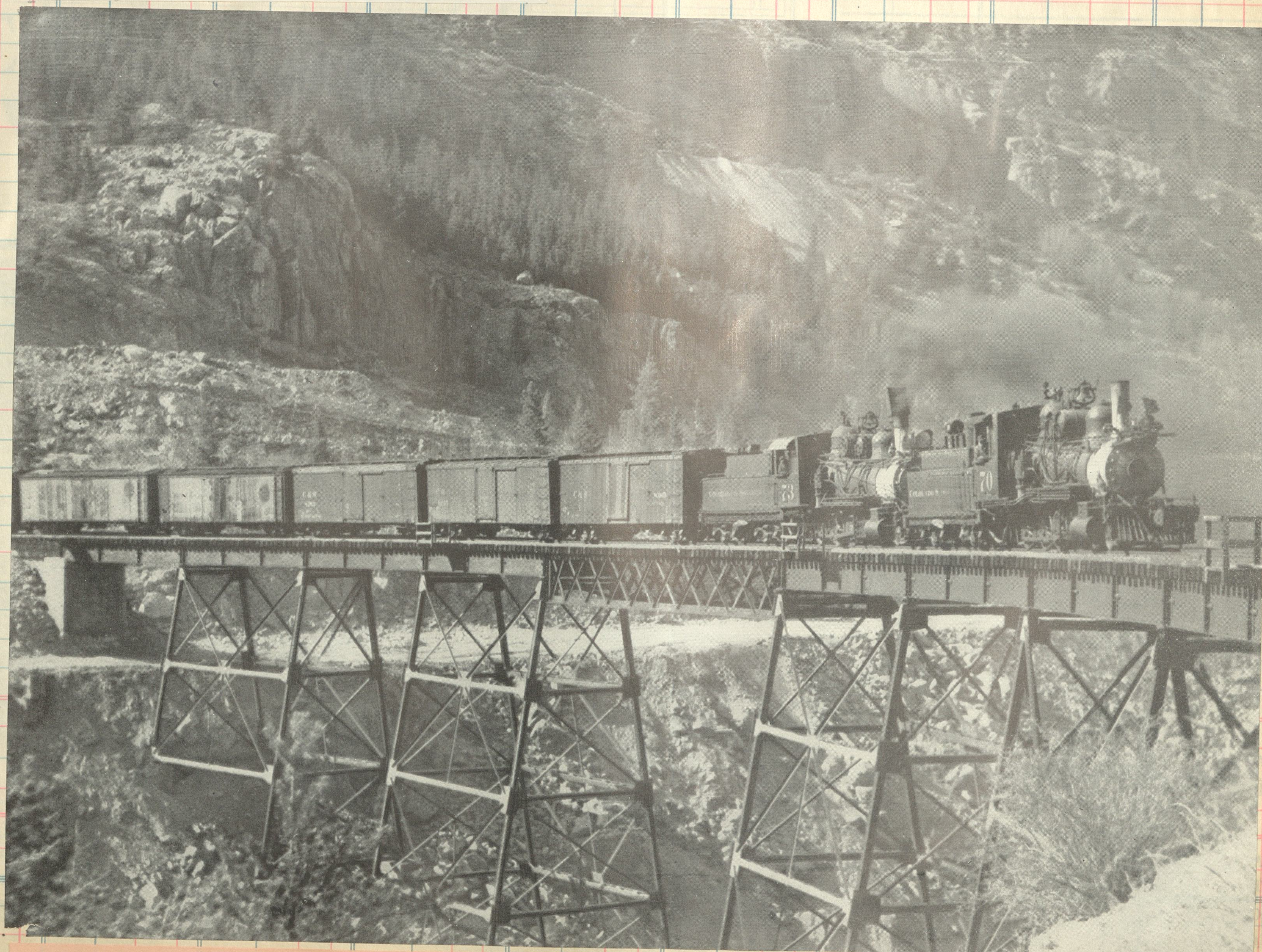
GEORGETOWN LOOP RAILROAD



GROUP RATE

P.O. Box 217
Georgetown, Colorado 80444

The Loop bridge was rebuilt and track
relaid from just above Georgetown to
Silver Plume—made operational Aug 1984.



Master photographer Dick Kindig caught the spirit of the old Colorado narrow gauge in this print of a double headed extra creeping over the Loop enroute to Silver Plume.

New

DENVER, SOUTH PARK & PACIFIC

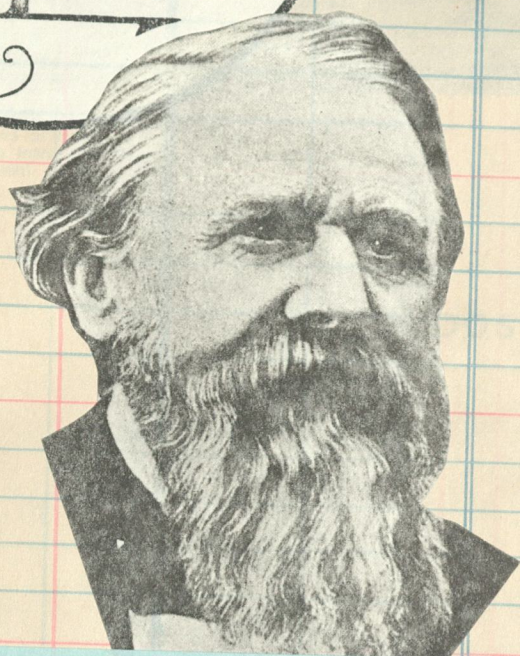
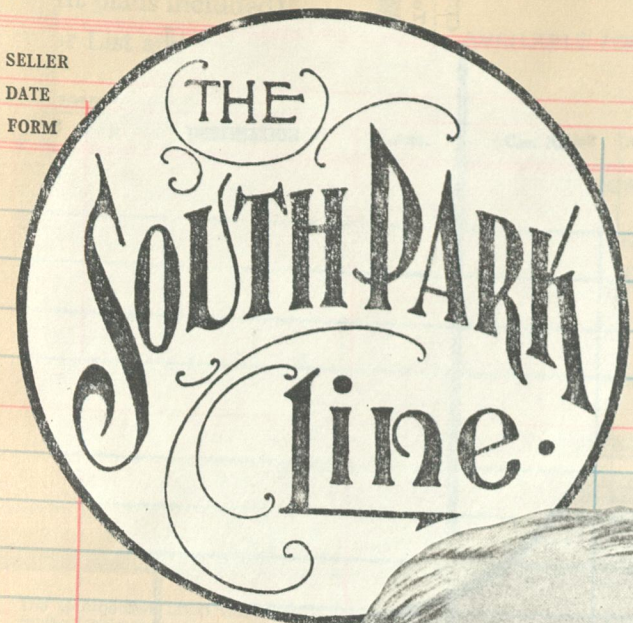
S AT

SELLER
DATE
FORM

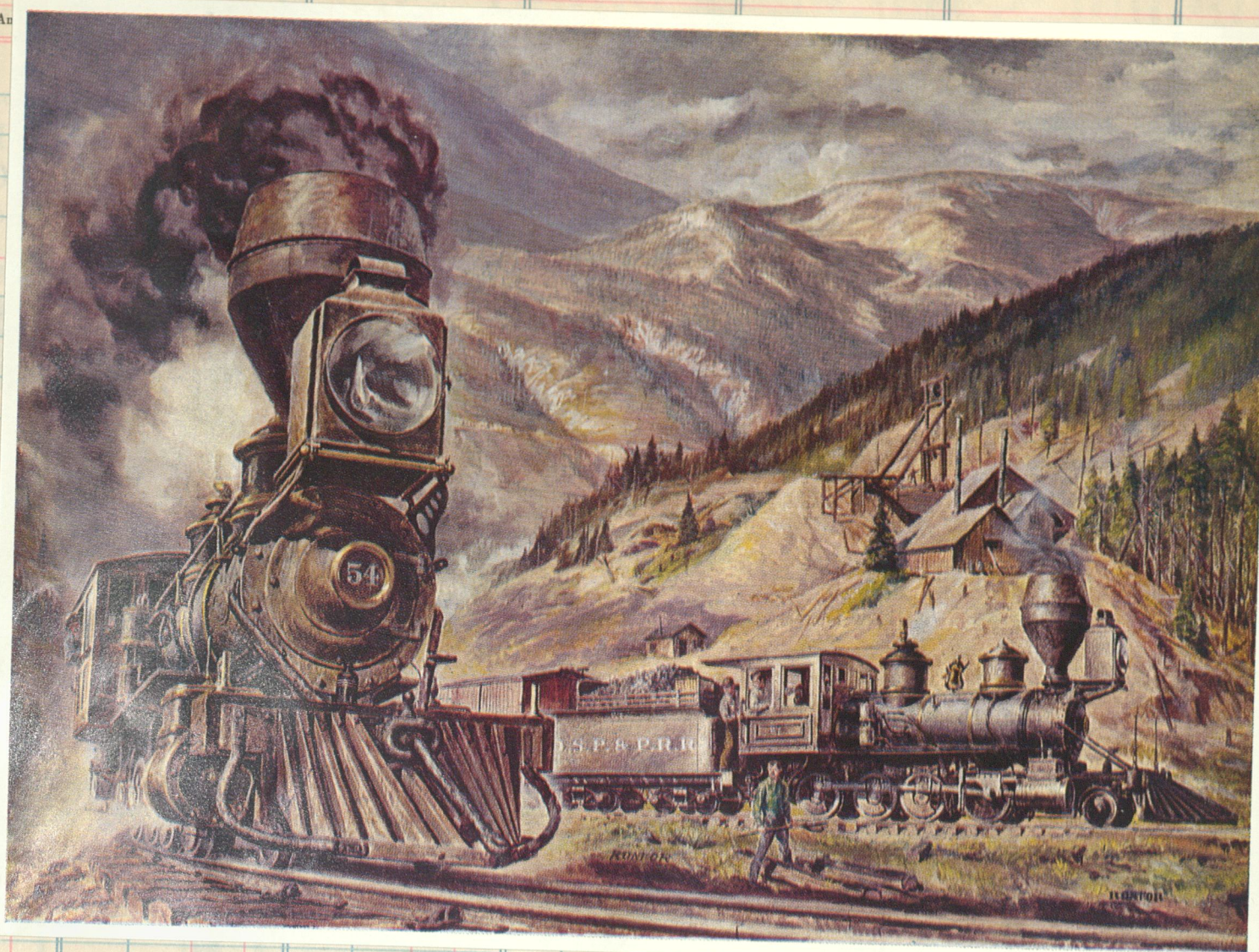
Clos. No.

Sold

An



GOV. JOHN EVANS
Builder of the D.S.P. & P.



Recommended reading:

DENVER, SOUTH PARK & PACIFIC
by M. C. Poor

COLORADO RAIL ANNUAL #12
by Chappell, Richardson & Hauch

COLORADO

The
SOUTH PARK
Line.

DENVER
LEADVILLE
AND
GUNNISON
RY.

T. F. DUNAWAY, General Superintendent.
FRANK TRUMBULL, Receiver and Gen'l Manager.

B. L. WINCHELL,
General Passenger Agent.

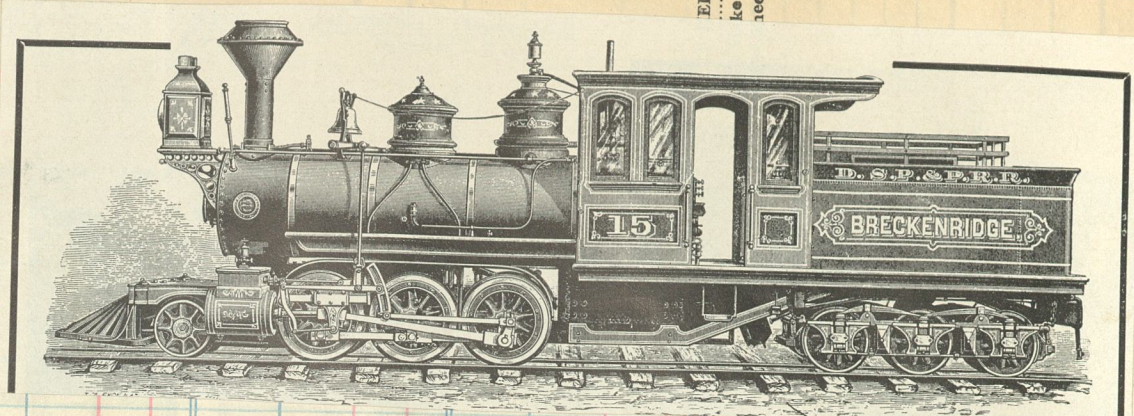
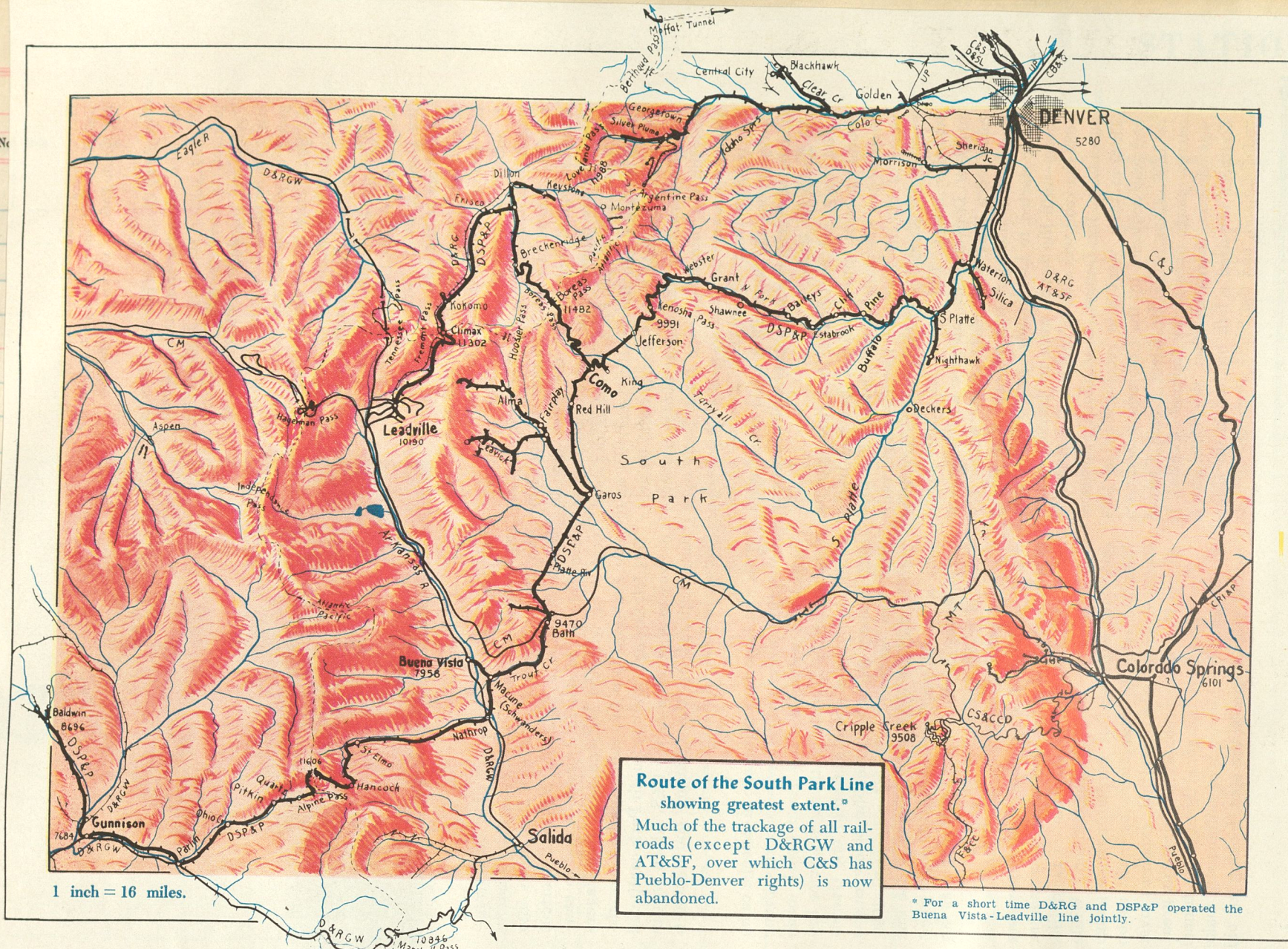
GENERAL OFFICES, - - - - DENVER, COLO.

AUGUST, 1897.

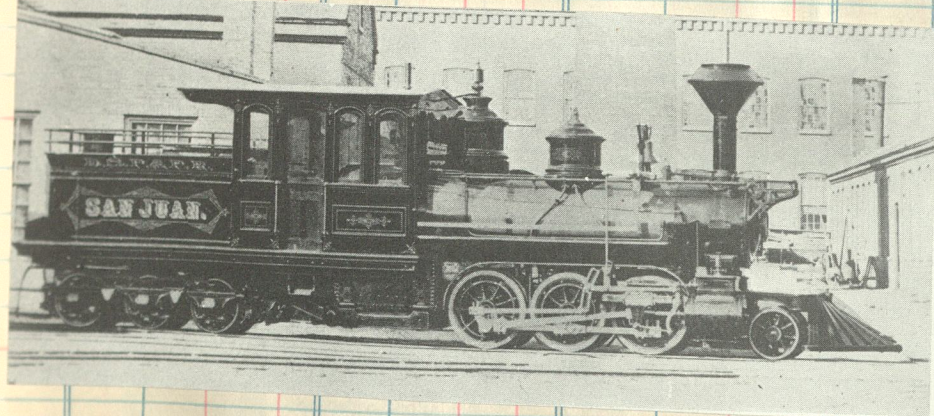
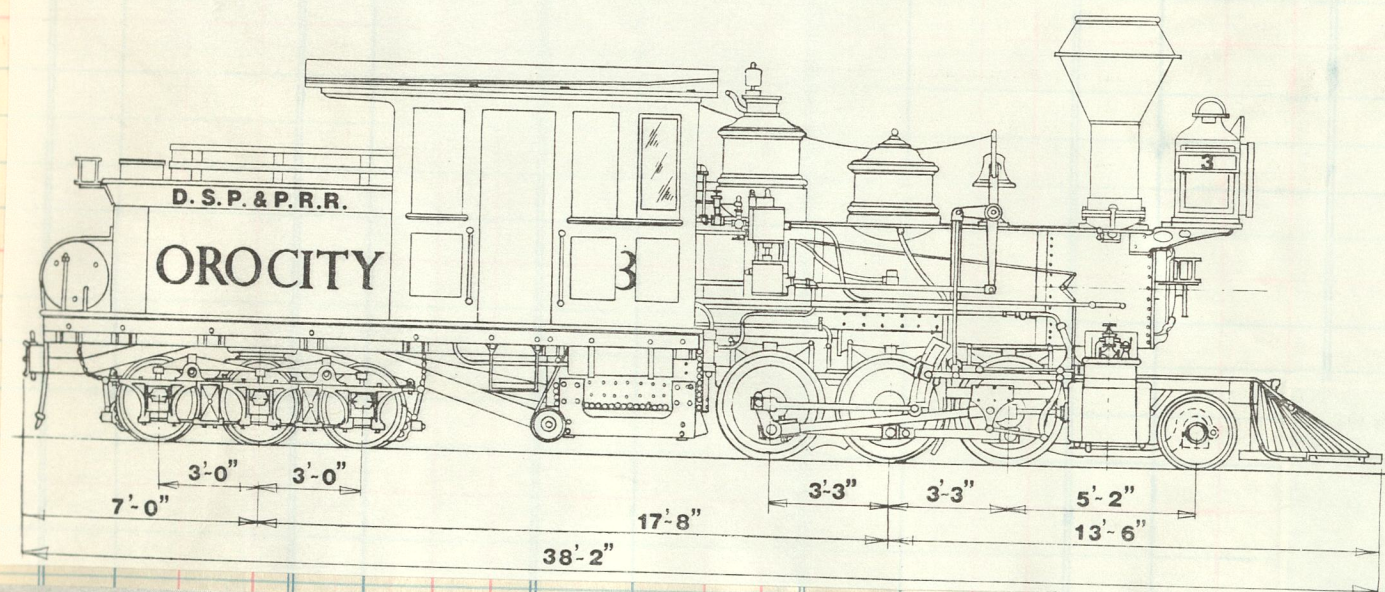
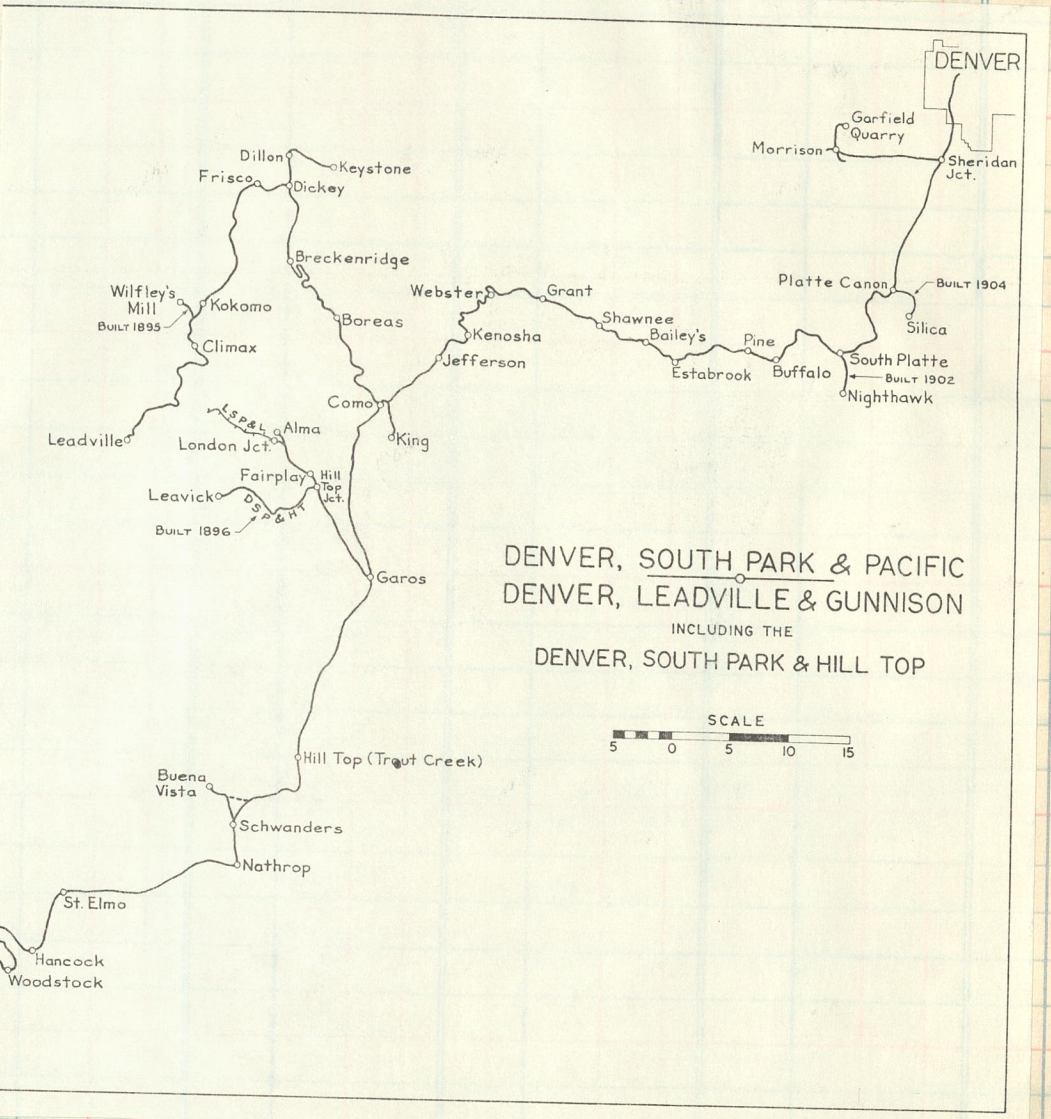
Woodward & Tiernan Printing Co., St. Louis, Mo.



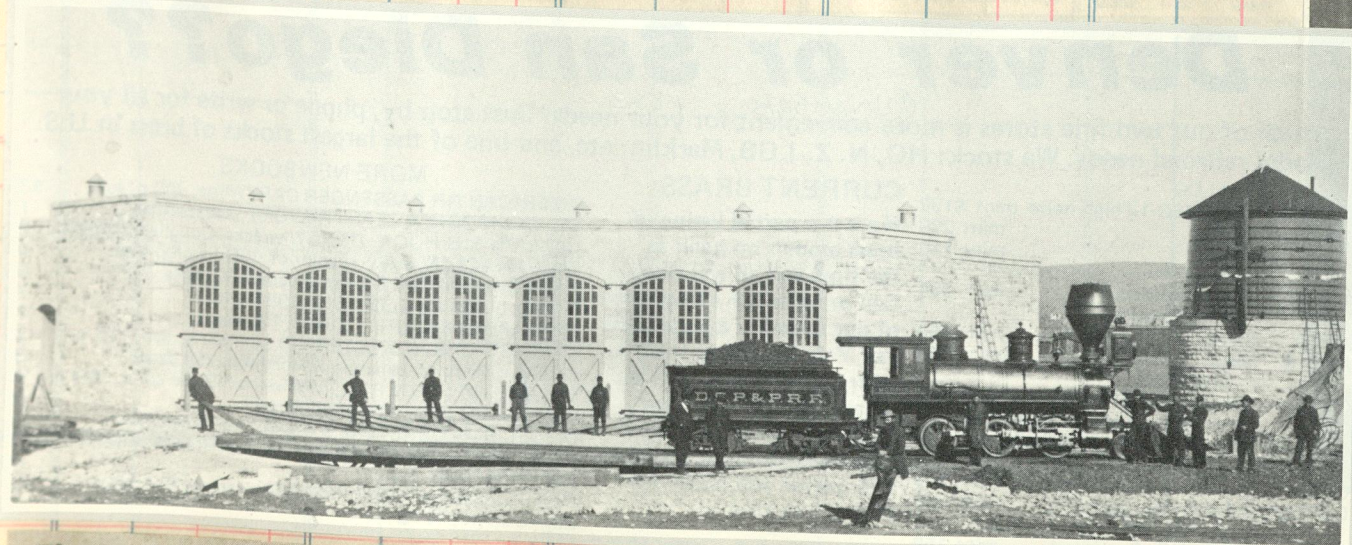
UNION DEPOT PARK, DENVER, COLORADO



The South Park employed twenty three of these Mason 2-6-6T's built 1878-80. #15 blt 1879 c/n 612. Reblt 1884 and was in service on the Utah & Northern for a time.



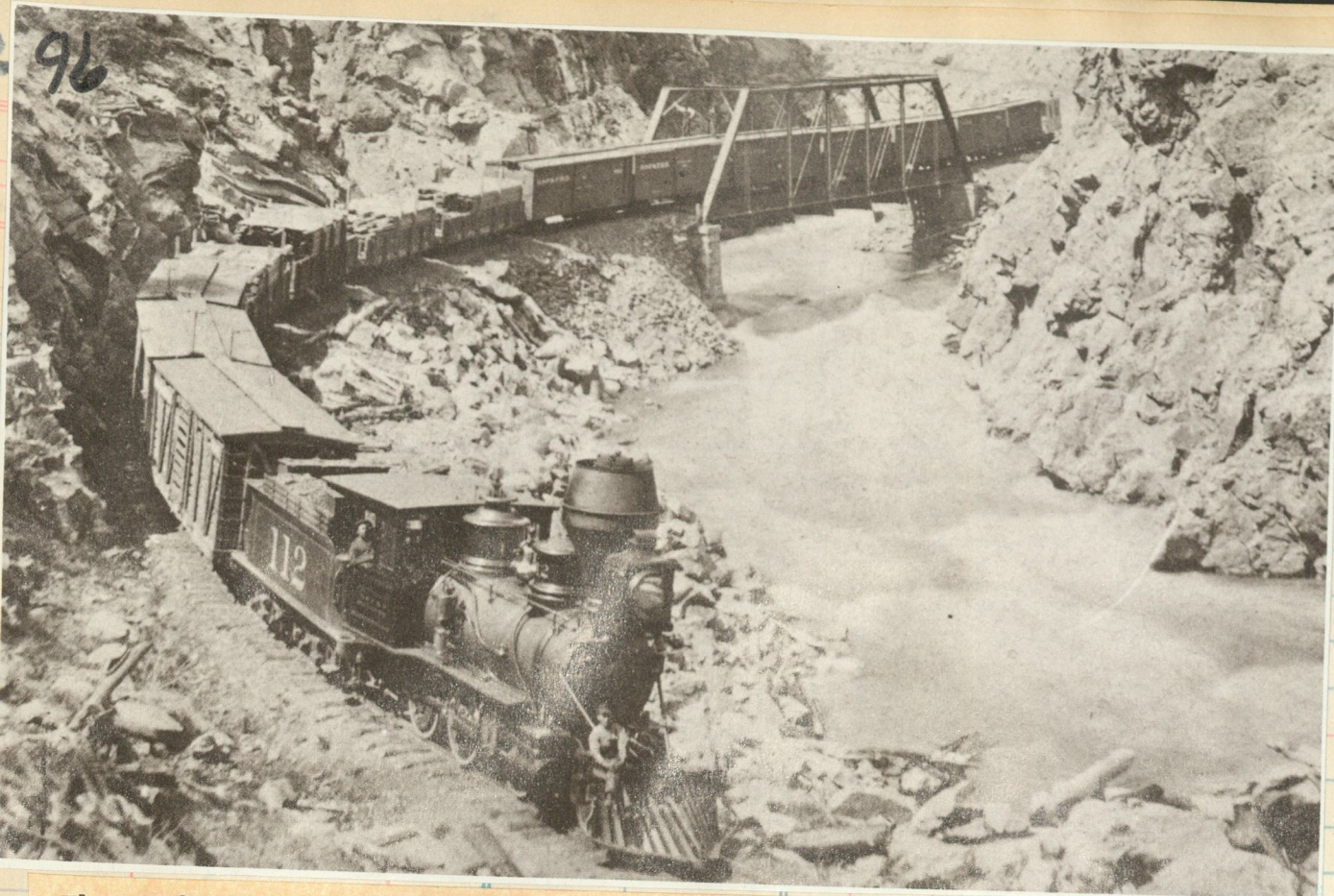
DENVER, SOUTH PARK & PACIFIC RAILROAD, operating a narrow gauge system in the heart of the Rockies, used a number of William Mason's locomotives designed for heavy service on steep grades and sharp curves. Shown here at the Mason factory is No. 4, named the **SAN JUAN**. Along with her sister, No. 3, the **ORO CITY**, this 2-6-6T type was built in 1878 and had 13 x 16 inch cylinders, 37 inch drivers, and weighed 43,850 pounds on her drivers. The **SAN JUAN** later became No. 41 on the Denver, Leadville & Gunnison Railway and was scrapped in 1889.



The new enginehouse at Gunnison. Eng is #30, the **MORRISON**, built by Brooks 1882 c/n 714. Sold to Little Brook Cliff RR in 1897.

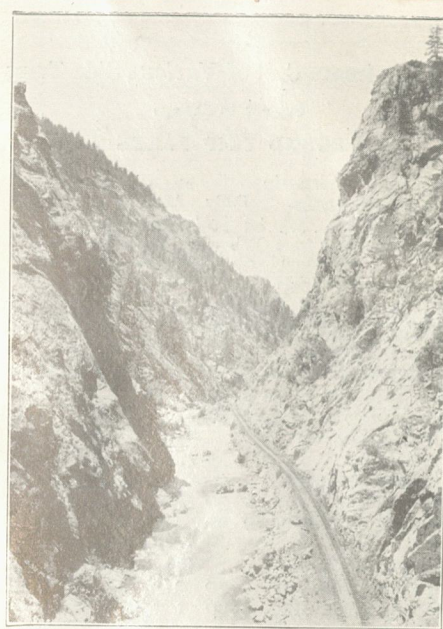
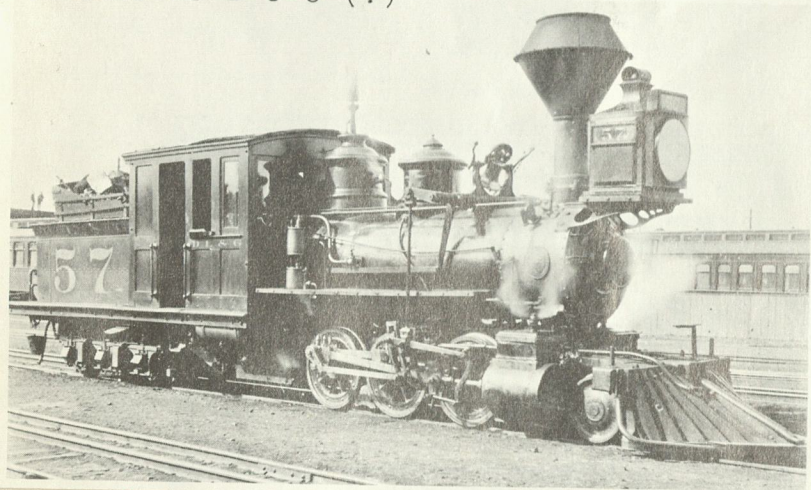


SCENIC GRANDEUR OF MOUNTAIN RAILROADING is captured in this Colorado view from the camera of the noted Wm. H. Jackson. Taken in Chalk Creek Canyon near St. Elmo around 1883, this photograph shows a mixed train on the Denver, South Park & Pacific, headed by Engine No. 3. This engine, a 2-6-6T type, was the first of the Mason Bogies acquired by the South Park, and bore the name, **ORO CITY**. Built for the road in May, 1878, she had 13 x 16 inch cylinders, 37 inch drivers, and weighed 43,850 pounds on her driving wheels. She carried Mason Shop No. 591, became Eng. No. 40 of the Denver, Leadville & Gunnison operations, and was scrapped in 1890. The South Park followed up Chalk Creek Canyon west of Nathrop on its climb to Alpine Tunnel, en route to Gunnison and the branch lines leading to Kubler and Baldwin. (W. H. Jackson photo, courtesy of Denver Public Library Western Collection)



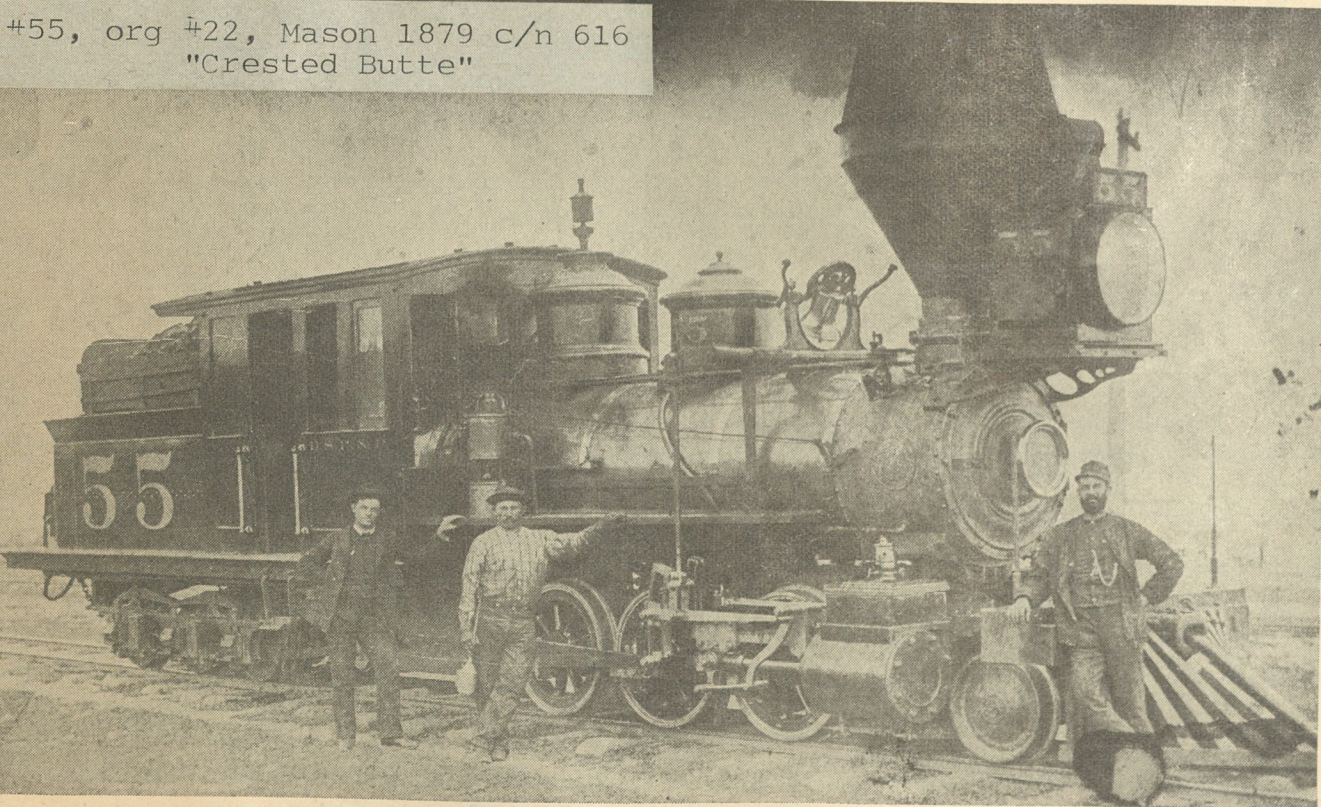
The 112, one of the Cooke Moguls (Org DSP&P #70) rolls tonnage across Second Bridge in Platte Canyon. Later C&S #7. Rebuilt in 1902 and again in 1917. Wrecked 1928 and retired in 1929.

DL&G 57 b1t as DSP&P #24 "Buena Vista" by Mason 1880 c/n 618. Renoed C&S #1, reb1t to 2-6-0 (?)

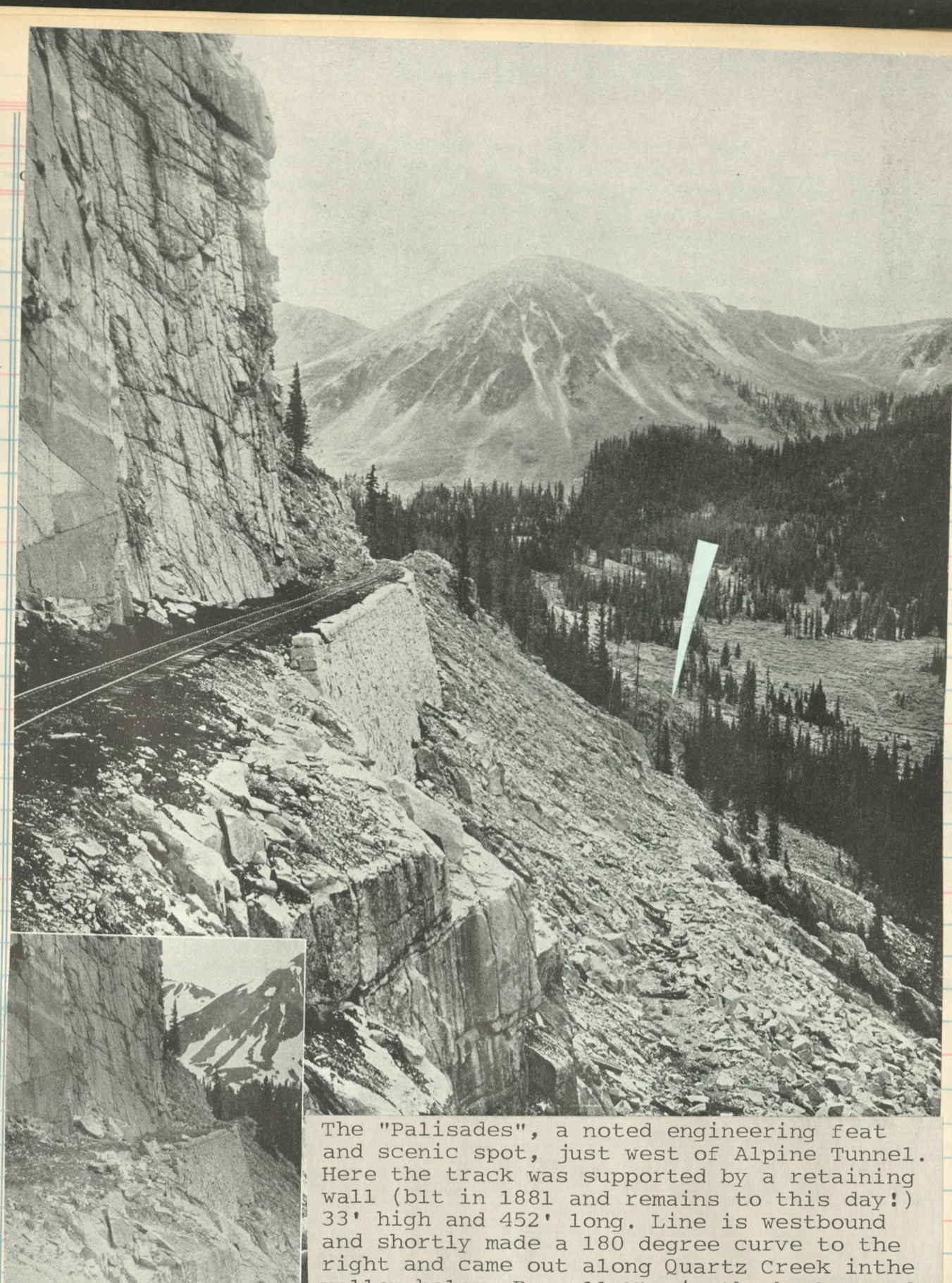


In Platte Canyon

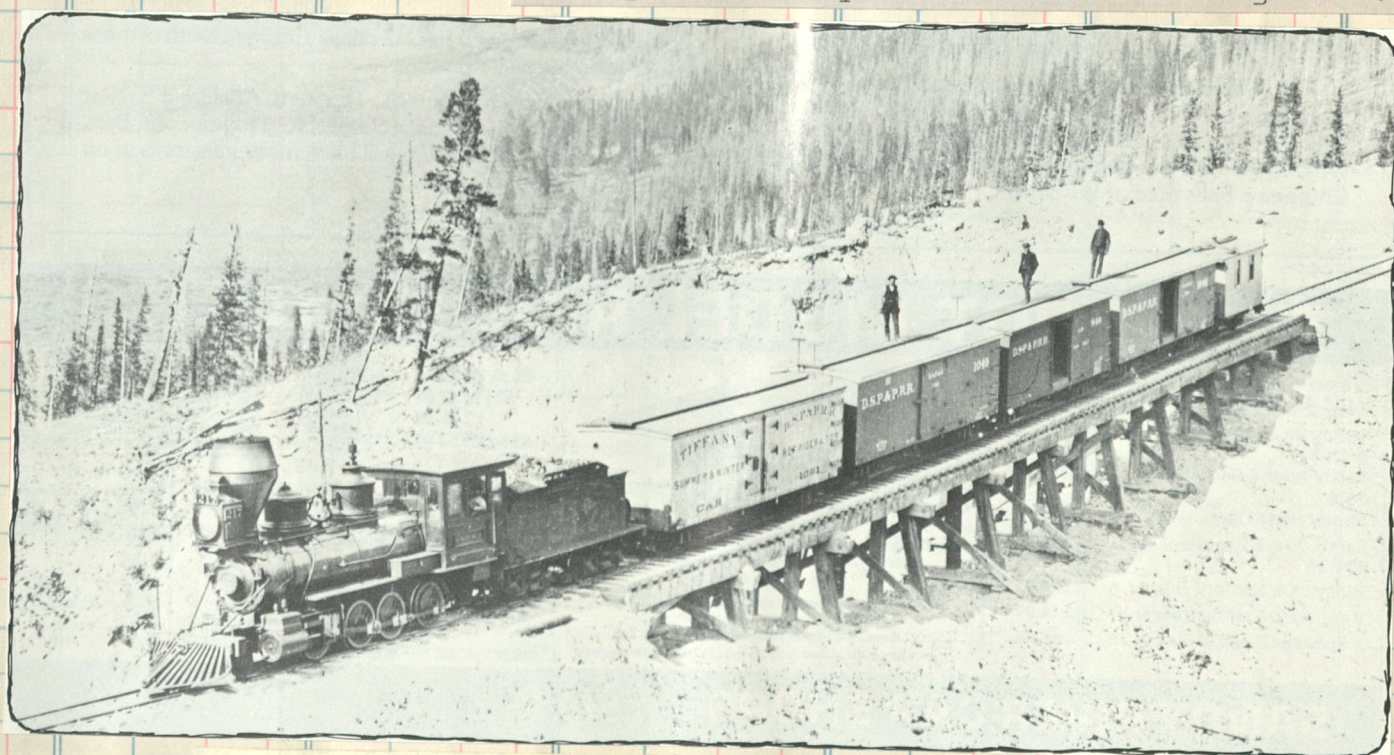
#55, org #22, Mason 1879 c/n 616 "Crested Butte"



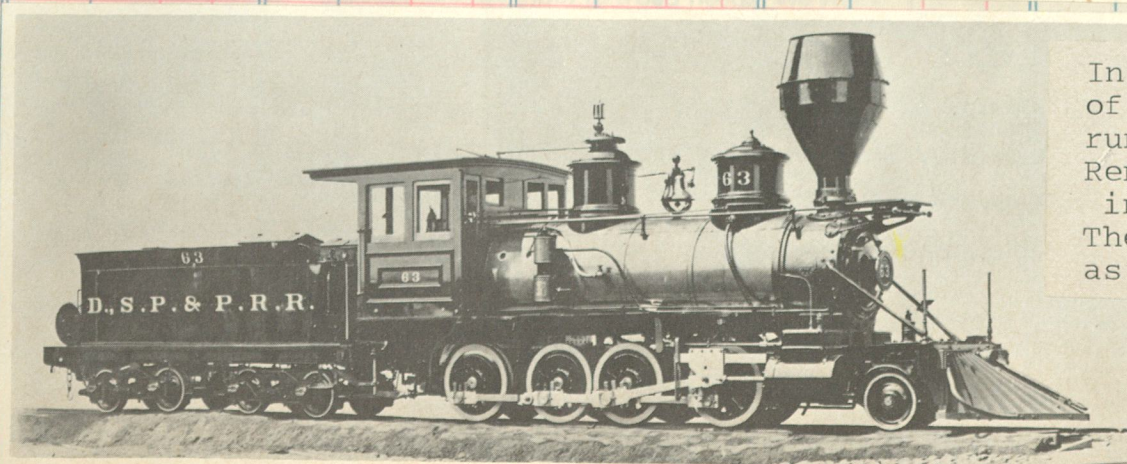
Working for the Utah & Northern at Garrison, Montana



The "Palisades", a noted engineering feat and scenic spot, just west of Alpine Tunnel. Here the track was supported by a retaining wall (b1t in 1881 and remains to this day!) 33' high and 452' long. Line is westbound and shortly made a 180 degree curve to the right and came out along Quartz Creek in the valley below. Paywell Mtn in the background.



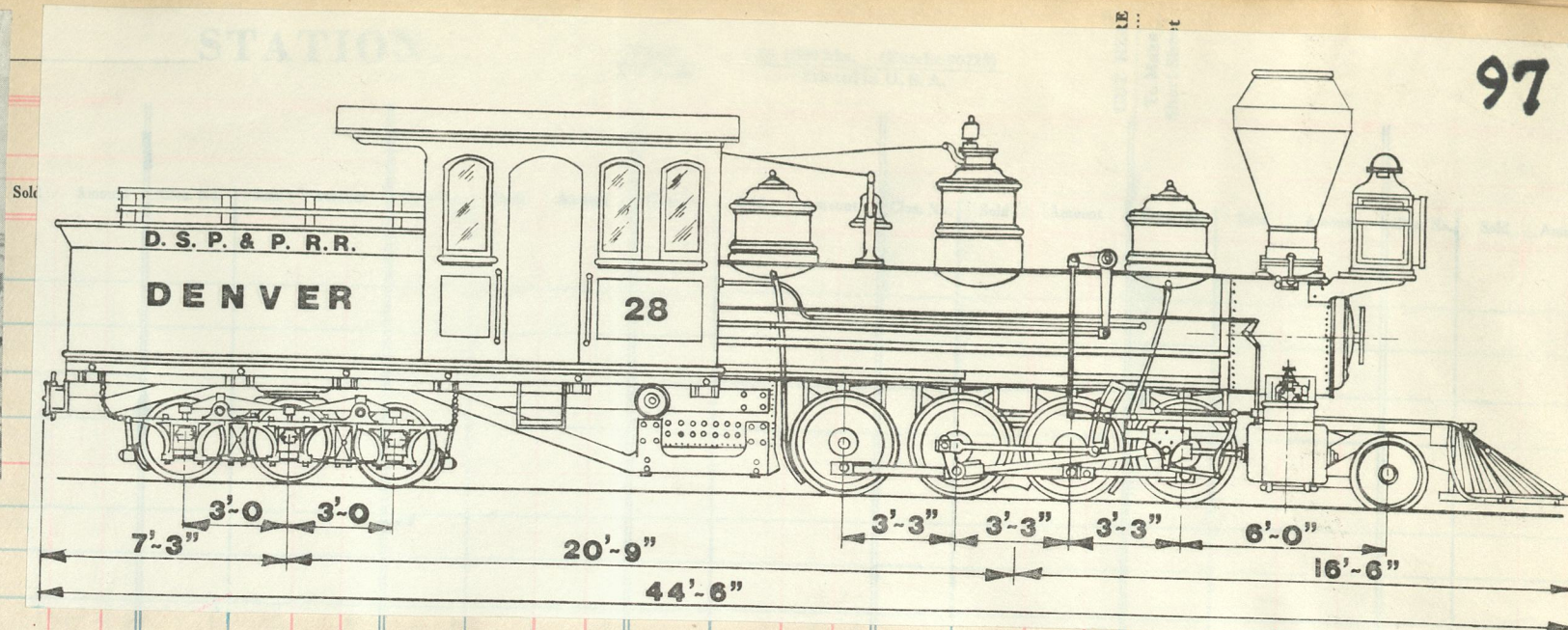
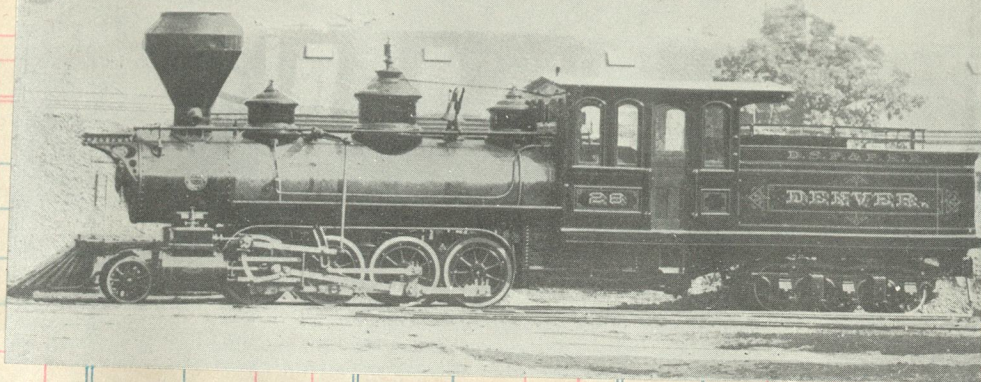
The 217 on the High Line near Fremont Pass



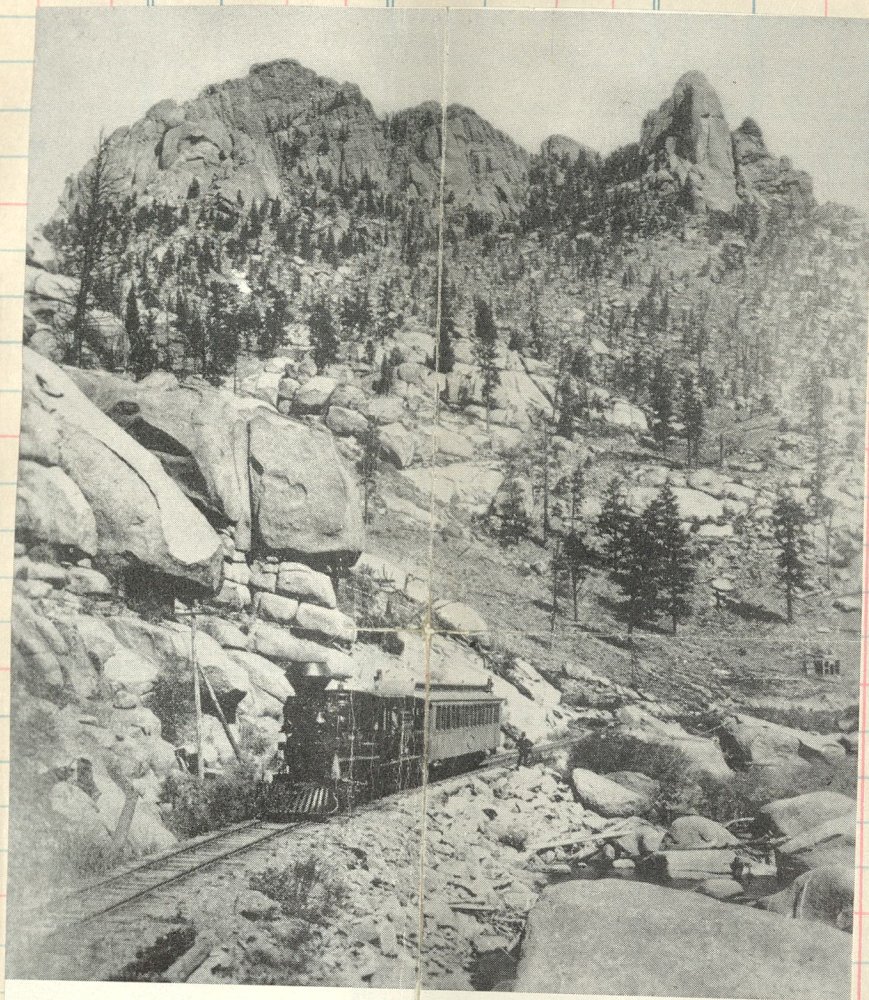
In 1883 Cooke delivered 20 of these sturdy mountain runners noed 41-49:58-68. Renoed 198-217 in 1885 & in 1899 noed C&S 37-56. The 63 had c/n 1498 and as C&S 51 worked till 1920.

The "DENVER", one of four 2-8-6T's bld by Mason 1880 [c/n 632] noed 25-28. To DL&G 240-243, all were sold by 1894.

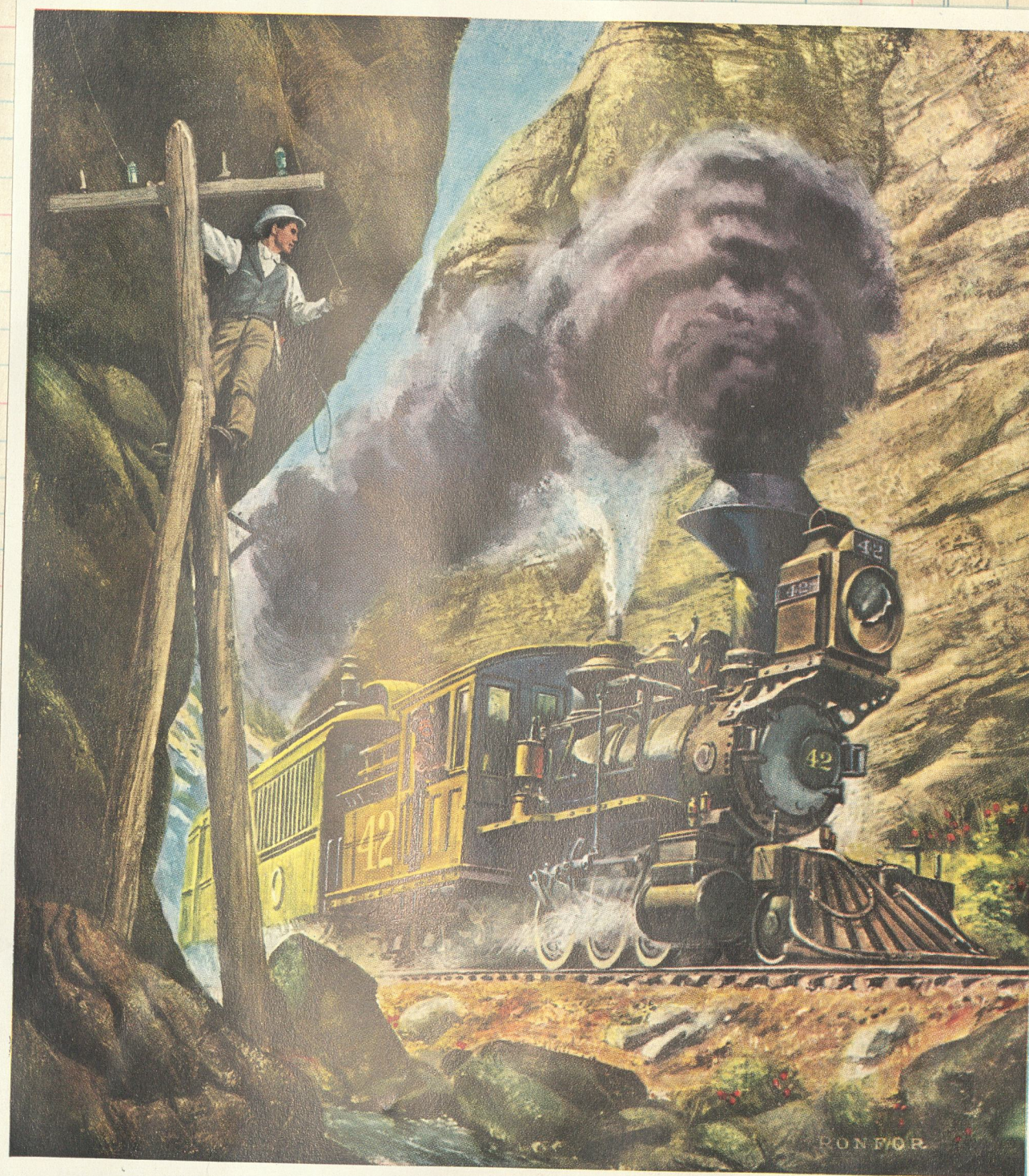
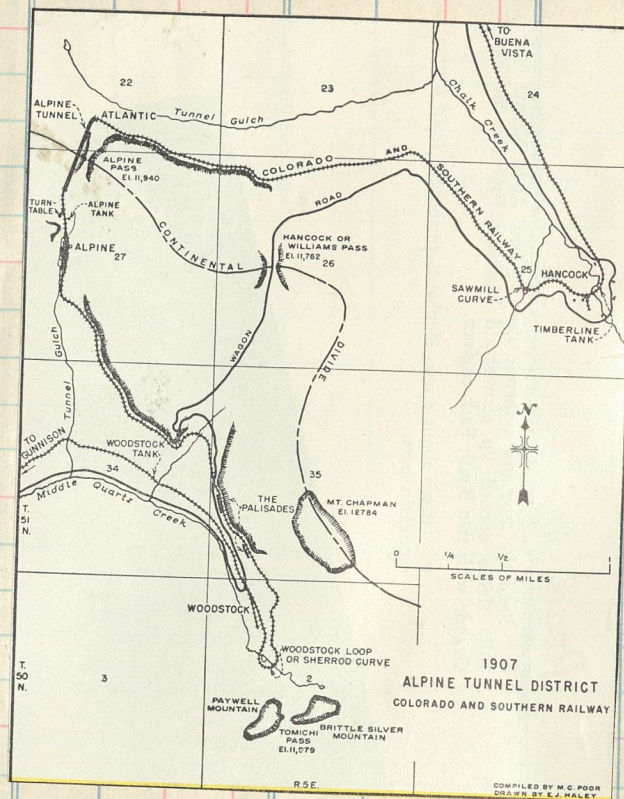
Cls. No.	Sold	Amount	Cls. No.	Sold



97



Denver South Park & Pacific locomotive No. 42 with Coach No. 9 near Cathedral Rocks in Platte Canon in the late 80's.



01' #42 salutes South Park lineman, Charlie Squires

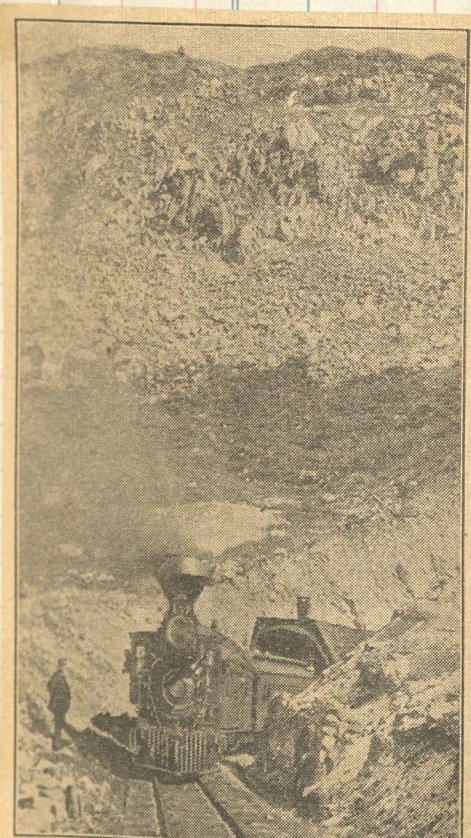
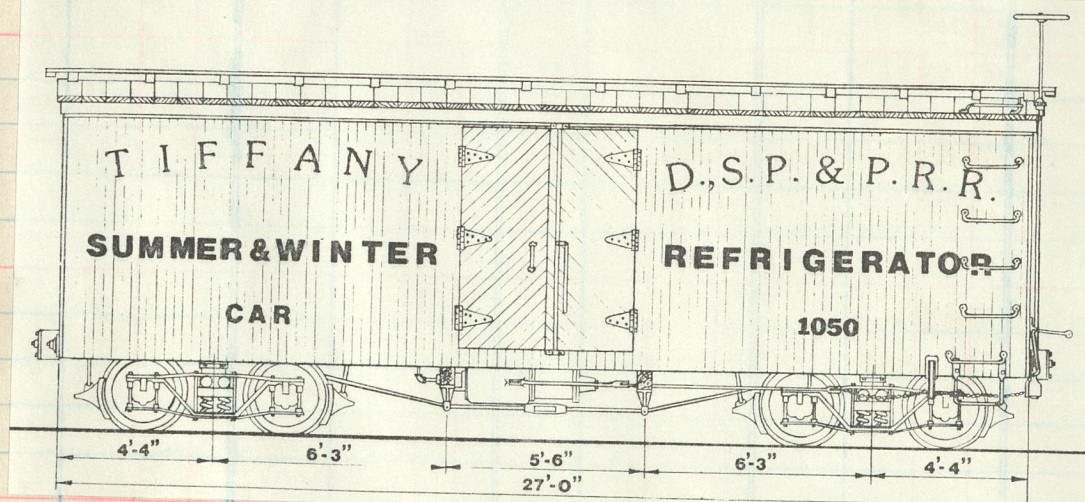
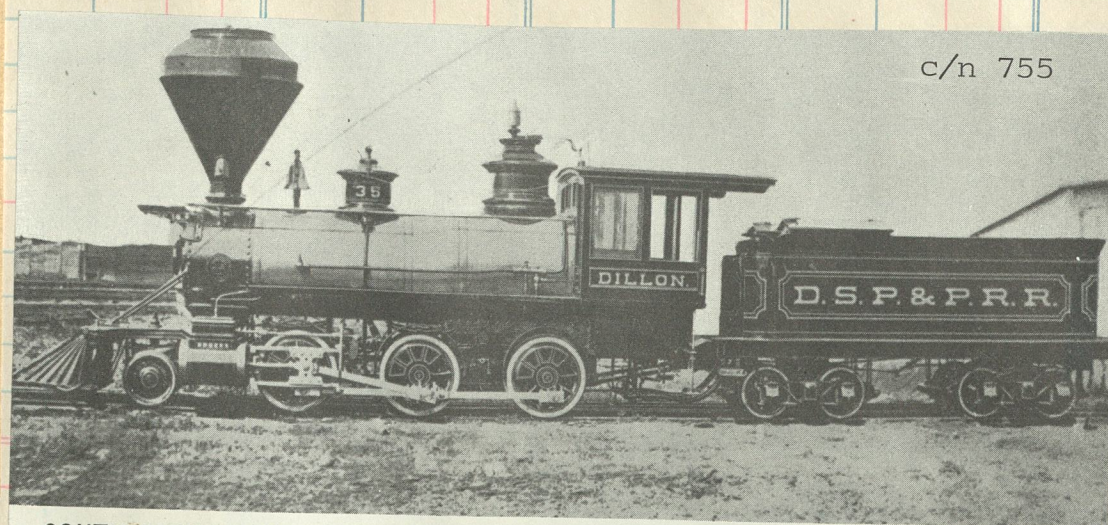
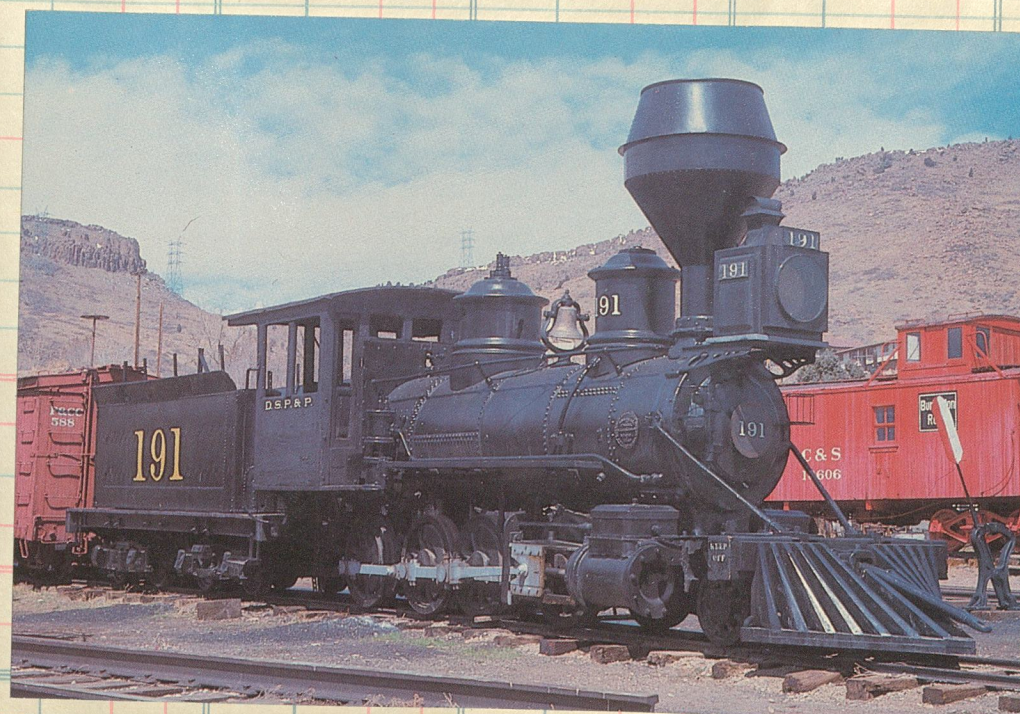


Photo from A. L. Pearson, Pitkin, Colo.
The Western Portal of Alpine Tunnel

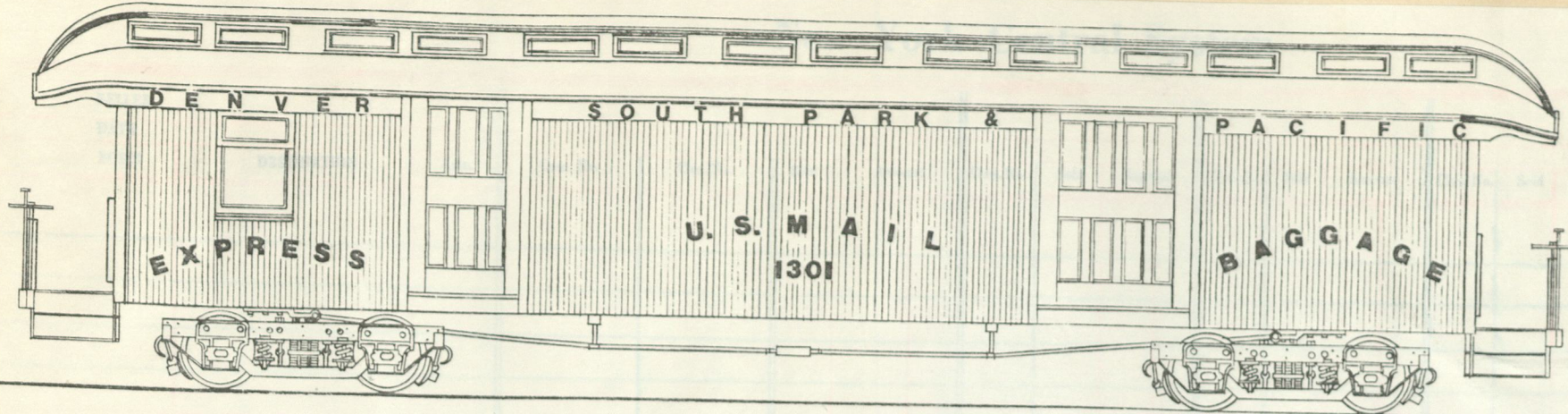


c/n 755

SOUTH PARK MOGUL, Engine 35 bore the name, DILLON, in honor of the Colorado village located beyond Breckenridge, north of Boreas Pass. Built in 1882, she was a Brooks product with 38 inch drivers and 15 x 18 inch cylinders. The poor steaming qualities of the Brooks engines caused the South Park crews to term them "ice cream freezers." The DILLON became Denver, Leadville & Gunnison No. 162, was rebuilt with a new boiler in 1894, became Colorado & Southern No. 22, and was scrapped in 1927.

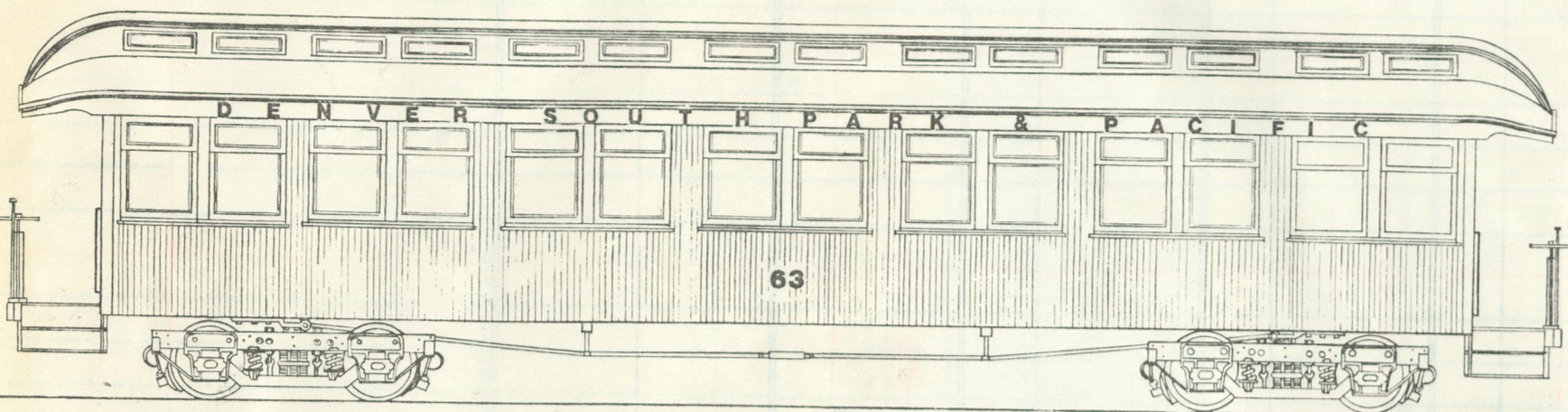


Colorado's Senior Citizen: The 191 arrived from Baldwin in 1880, c/n 4919, as DSP&P #51 renoed 191 and last as C&S 31. Sold in 1902 to Ed Hines Lbr Co and noed 7. Again sold in 1905 to Thunder Lake Lbr Co. Retired to Rhinelander Logging Museum in 1932 and in 1973 was purchased by the Colorado Railroad Museum.



BAGGAGE-EXPRESS-MAIL CAR NUMBER 1301

Drawn by Dan Abbott — Scale: 3/16" = 1'-0"



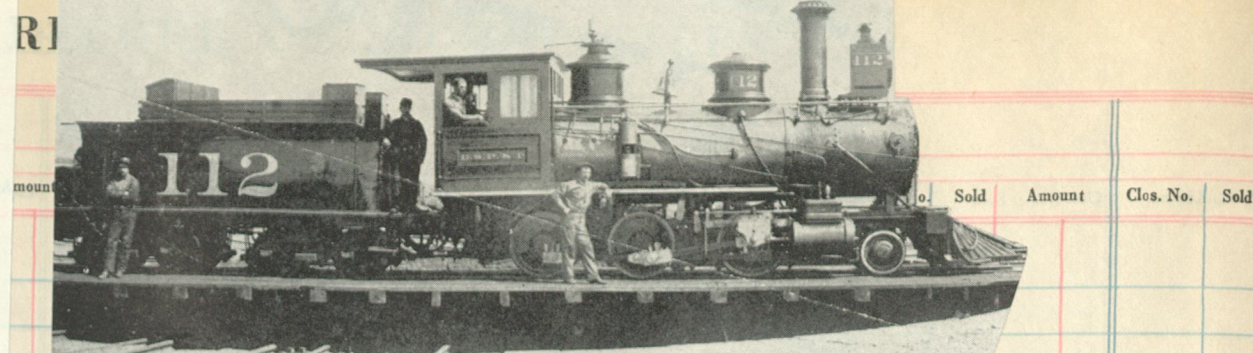
DSP&P CHAIRCAR NUMBER 63



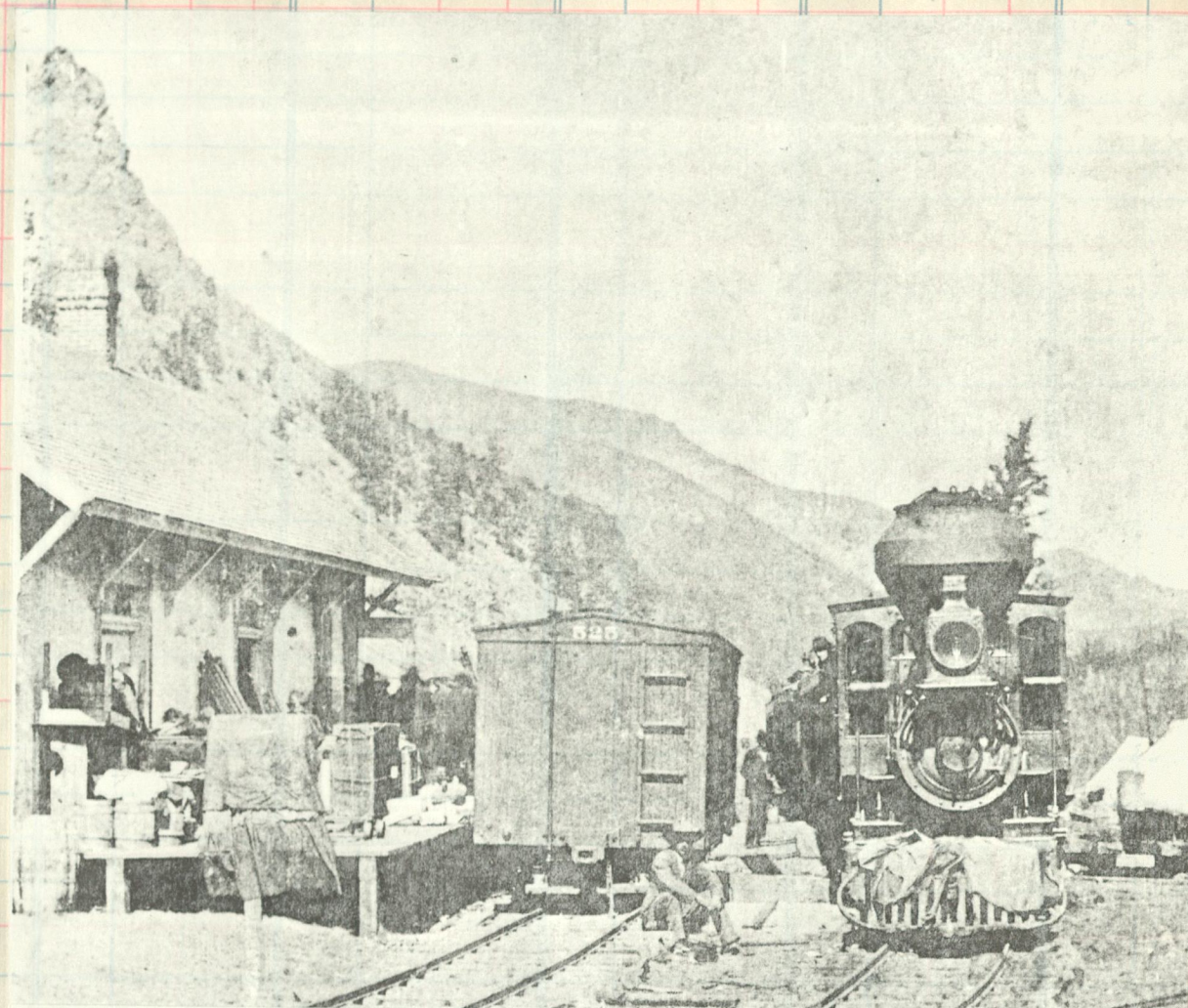
The famous snow plow trials held in April 1890 in which the rotary proved to be the best method of fighting deep snow. Above the test outfit idles just below Alpine and the same group in photo below.



A rotary clears the line between Hancock and Alpine Tunnel Apr. 18, 1890



#112 rebt with extended smokebox



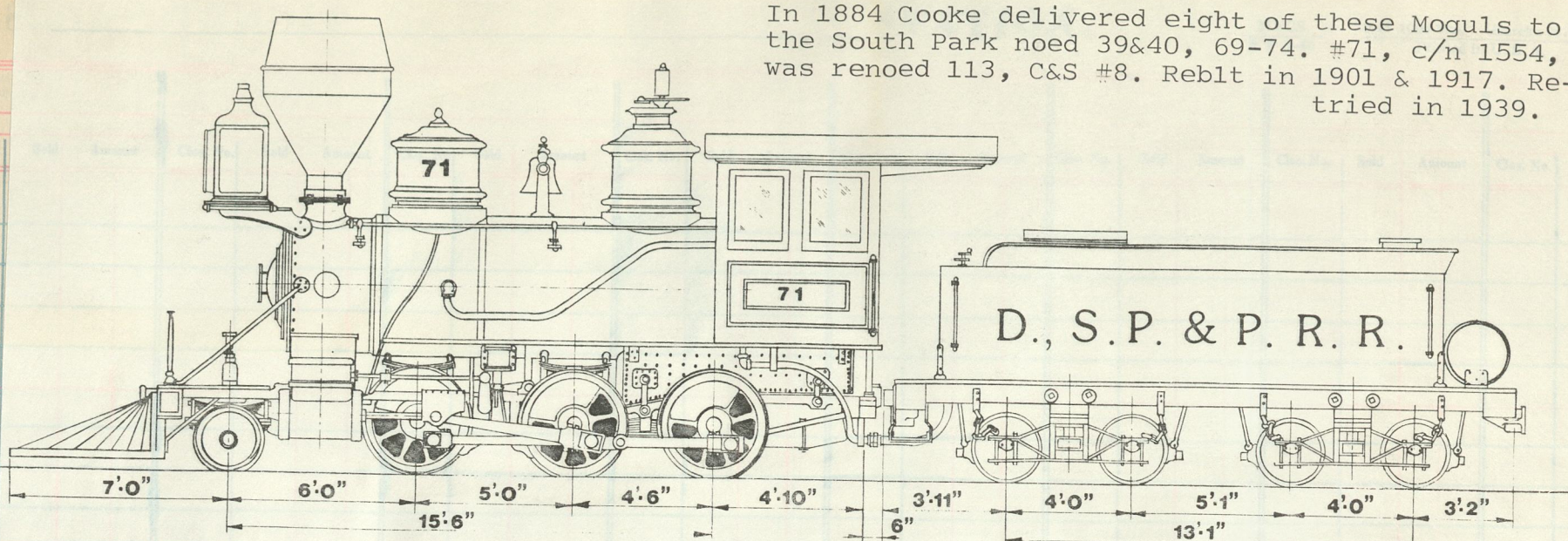
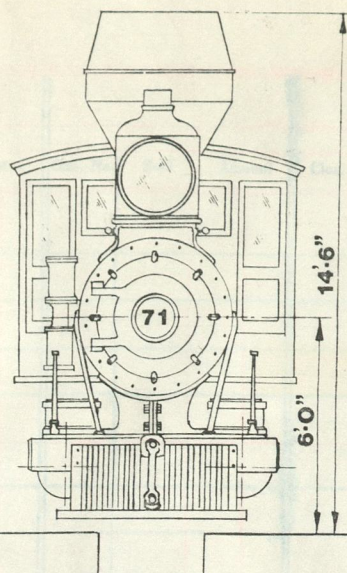
This exceptional Weitfle photograph captures the spirit of Webster when it was "end of track" and trans-shipment point from rail to stage or wagon for the arduous journey to Leadville and other camps. The long South Park narrow gauge train on the rough, unballasted pole-tie track, the mounds of baggage and freight scattered on the station platform, the timbers and tents in the background are all integral parts of the scene.



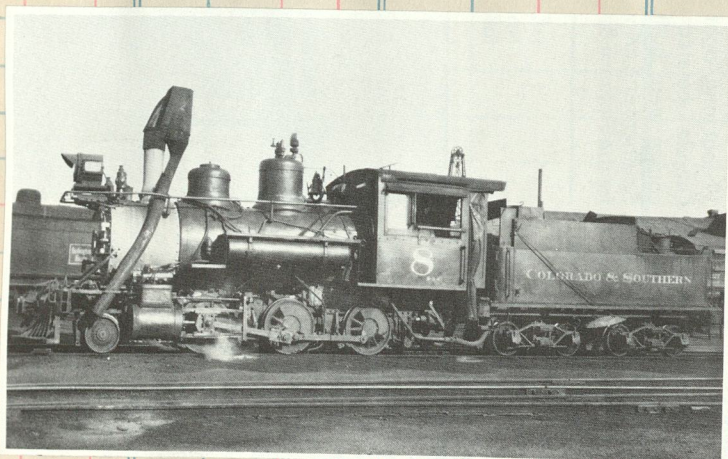
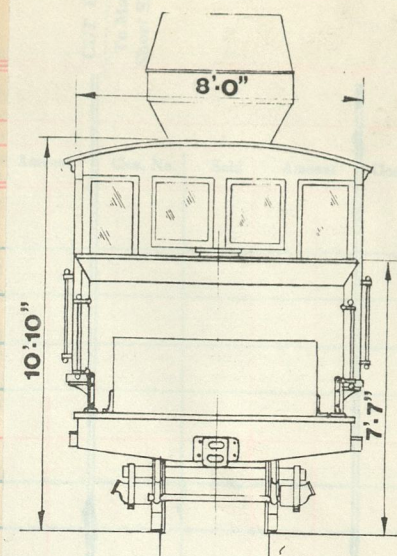
WILLIAM HENRY JACKSON'S camera captured this majestic scene of Colorado mountain railroading between Nathrop and Mt. Princeton Hot Springs. Engine 42 and coach 9 of the old Denver, South Park & Pacific Railroad are shown in the boulder-strewn valley of Chalk Creek Canon; in the background you can see the sheer chalk cliffs that gave the locality its name. The peak at upper right, scarred with the avalanche run where winter snowslides roared down, is Mount Princeton, one of the chain of Colorado peaks named for famous colleges. Actually, Chalk Cliffs are not a true chalk formation, but a deposit of decomposed feldspar mixed with a clayish substance.

Class No. Sold Amount

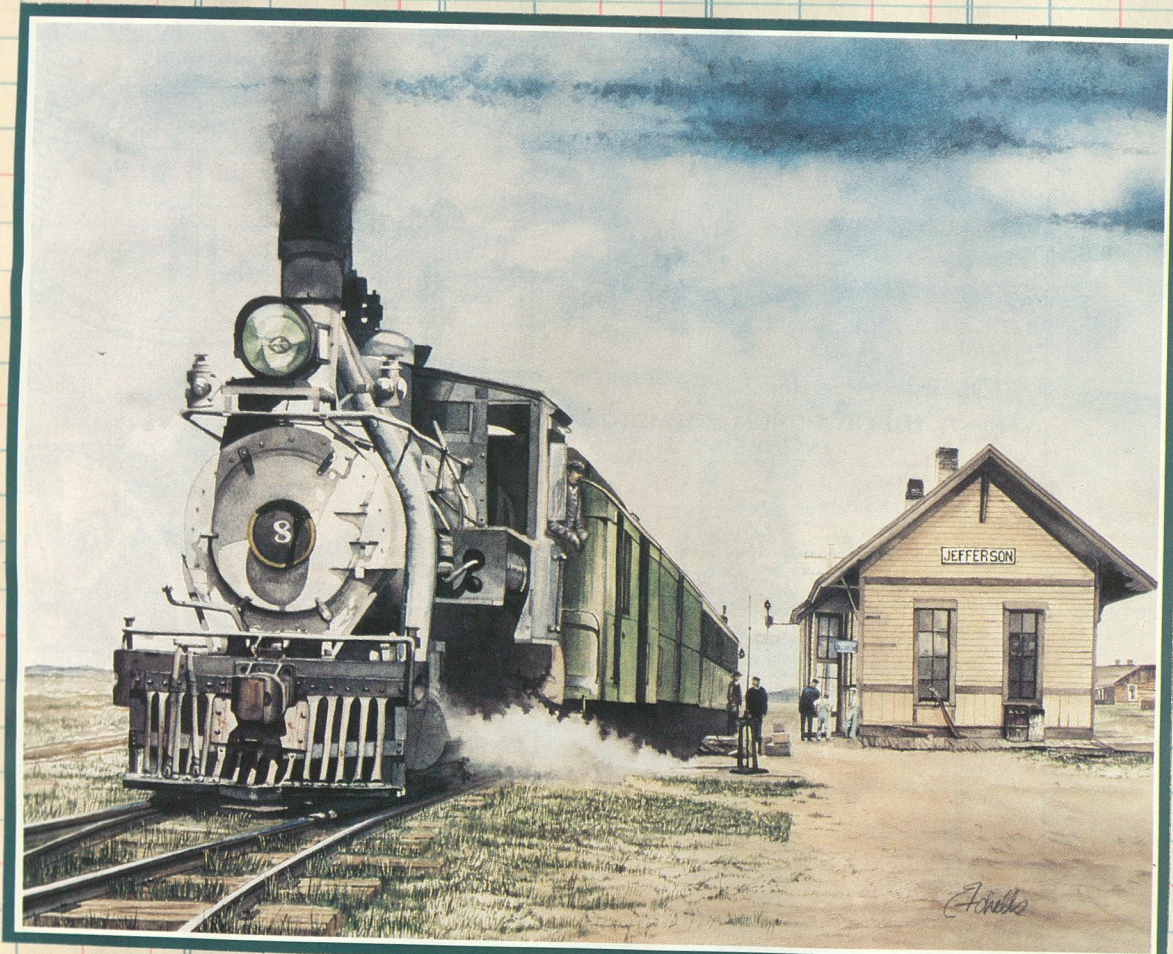
No. Sold Amount



In 1884 Cooke delivered eight of these Moguls to the South Park road 39&40, 69-74. #71, c/n 1554, was renoed 113, C&S #8. Reblt in 1901 & 1917. Re-tried in 1939.



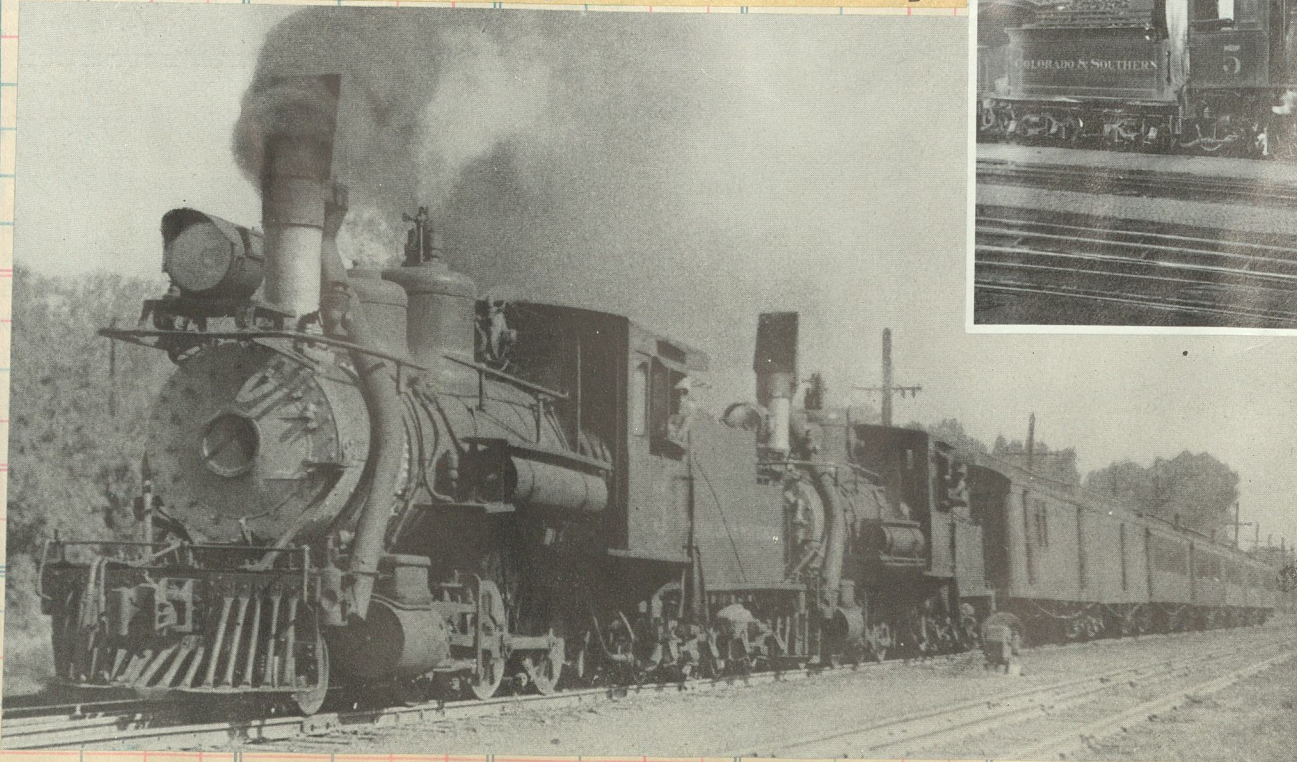
Narrow-gauge C&S Mogul 5, Cooke-built in 1884 as Denver, South Park & Pacific 40, is ready to leave Denver Union Station's Track 1 with a Leadville-bound passenger train.

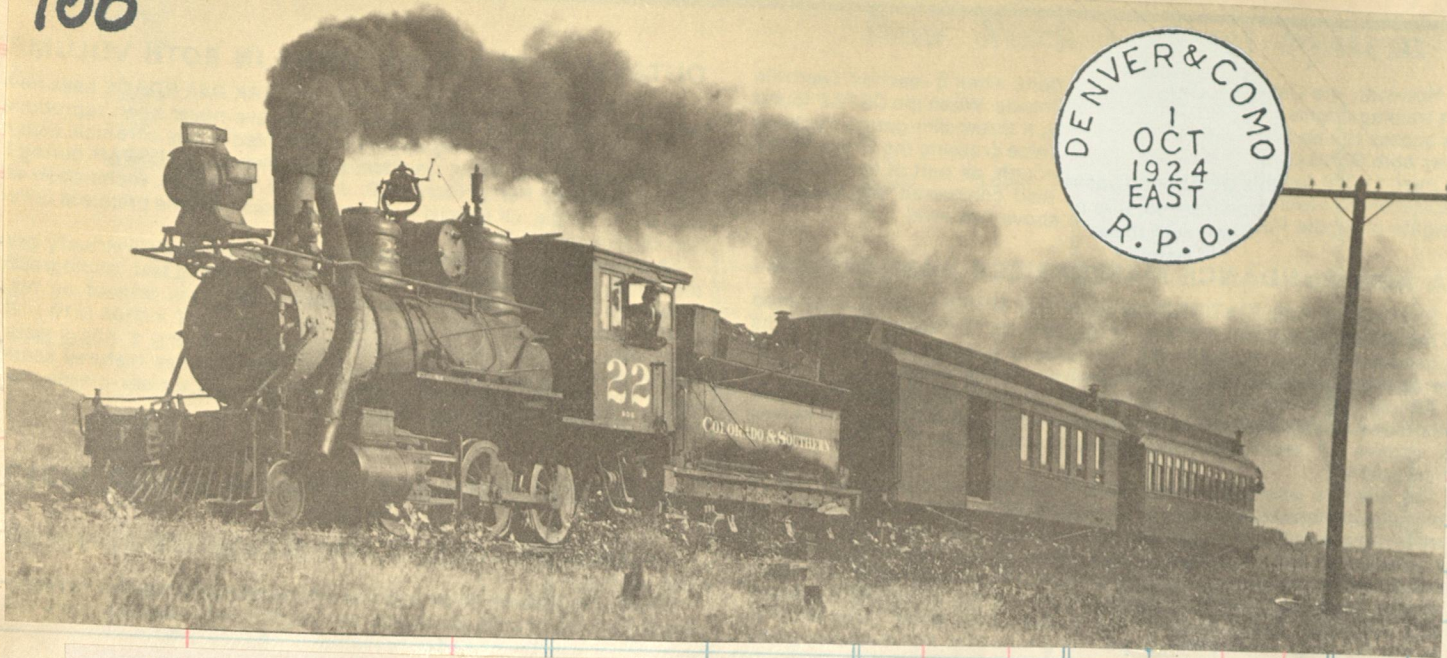


In June 1934 Jerry Best caught Engs 5 & 6 taking a "heavy" passenger consist away from Denver. The extra cars were to handle a girls' school outing.

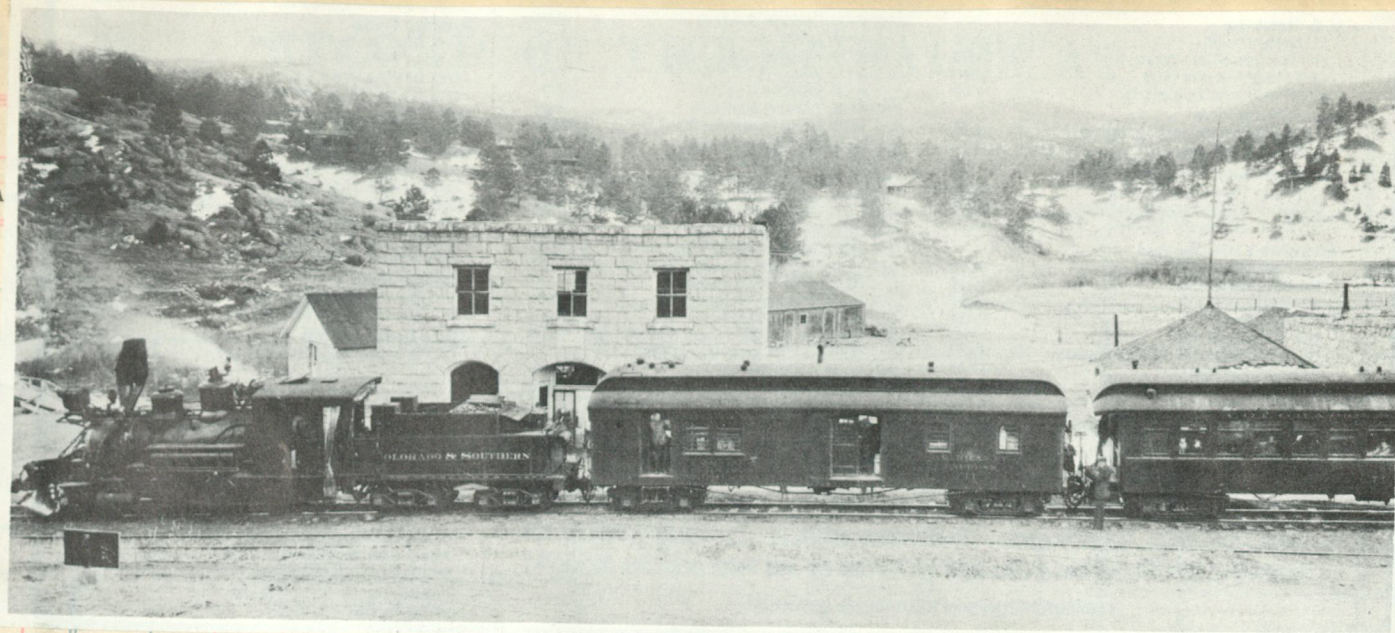


Train time at Buffalo No 8 with Trn #70

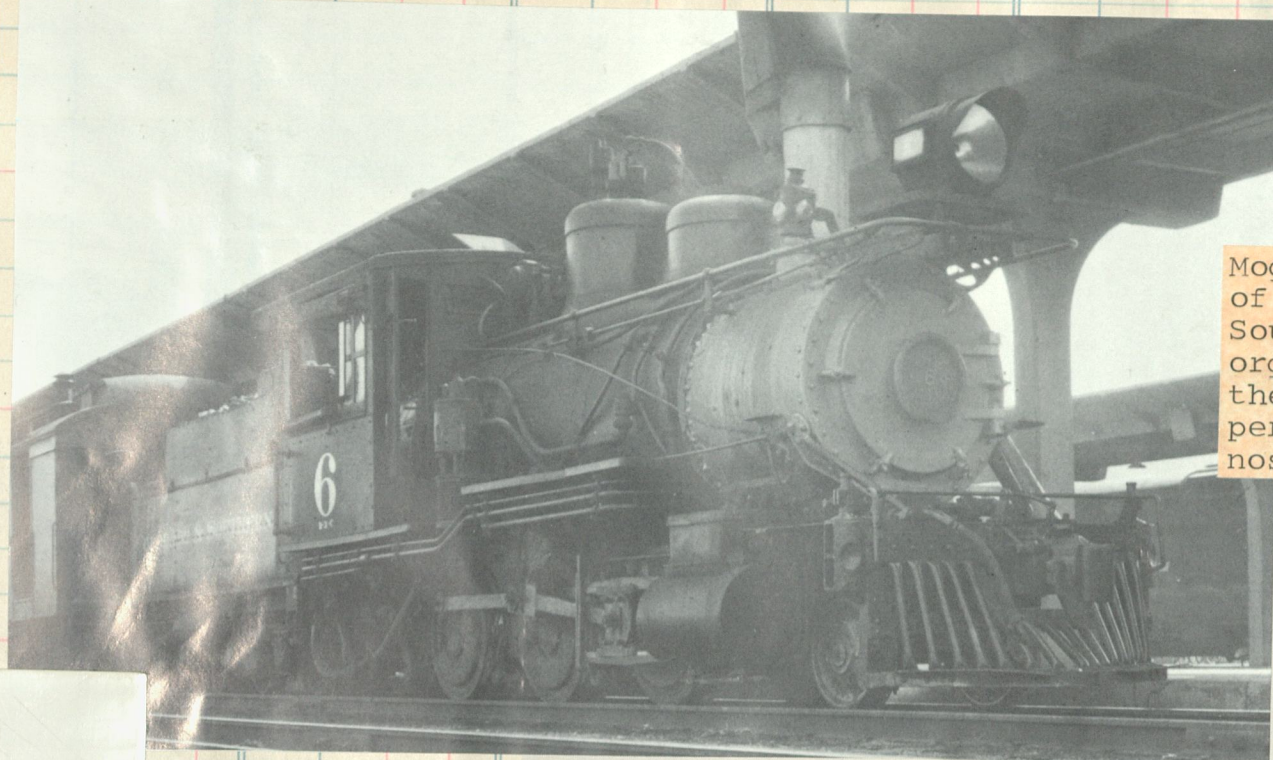
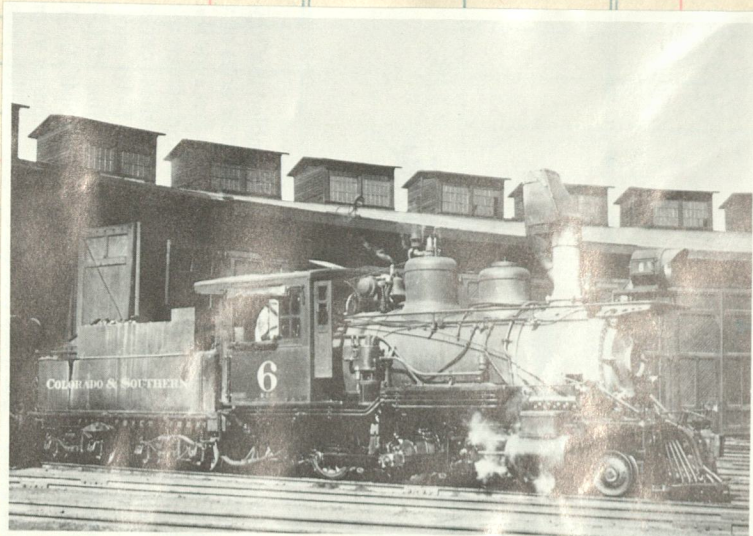




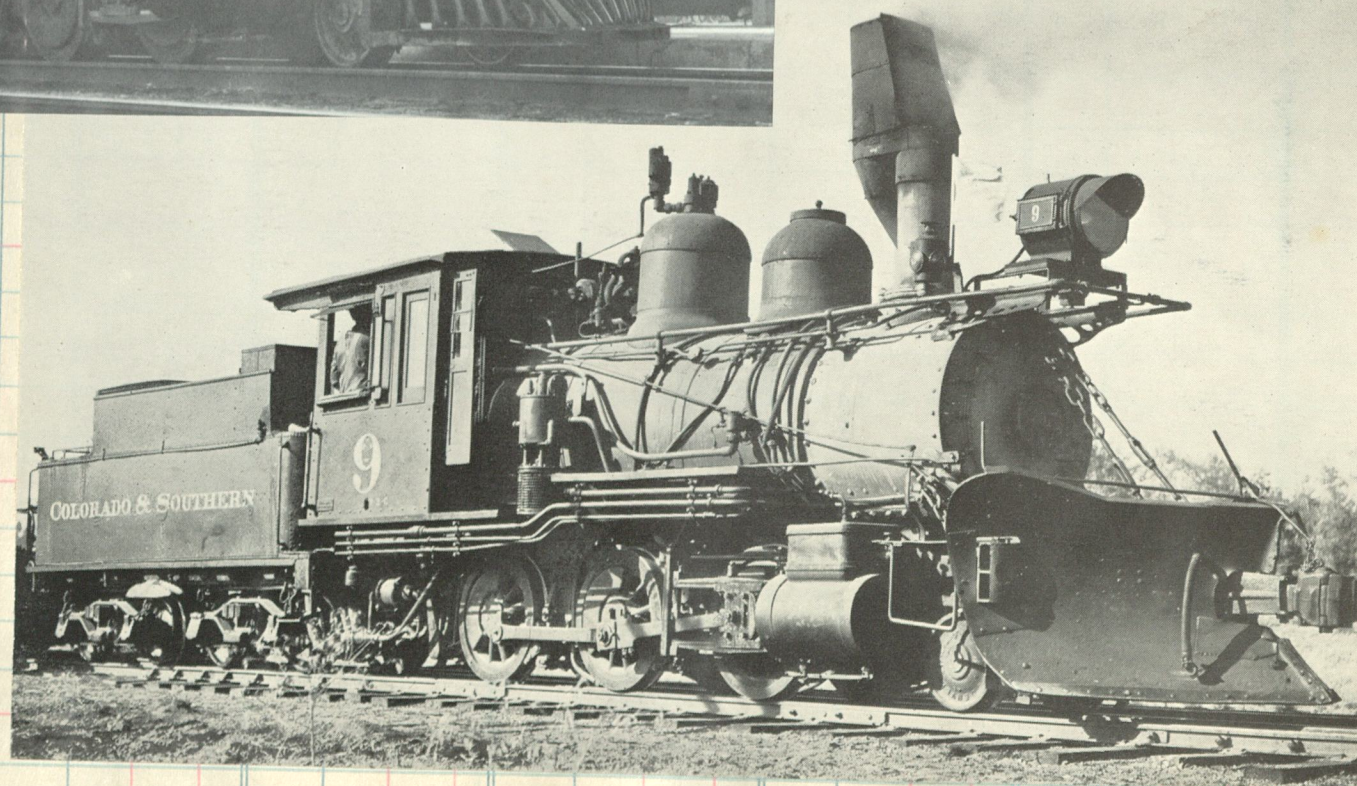
No 22, the old DILLON (see Pg 97) on the Morrison local



#4 with Trn #71 at Buffalo



Moguls 4, 6 & 9 were part of an order of eight delivered by Cooke for the South Park in 1884. #4, c/n 1550, was org noed 39, 109. #6, c/n 1552, was the 69 then 111 and #9, c/n 1555, now perserved at Black Hill, S.D., had nos 72 & 114.



Picnic trains at Dome Rock



In Platte Canyon. Following the route of the fish trains of a generation ago is this Leadville-bound freight of the middle '30's climbing the Platte Canyon below Grant, Colo.
R. H. Kindig.



101

Clos. No. Sold Amount

Amount

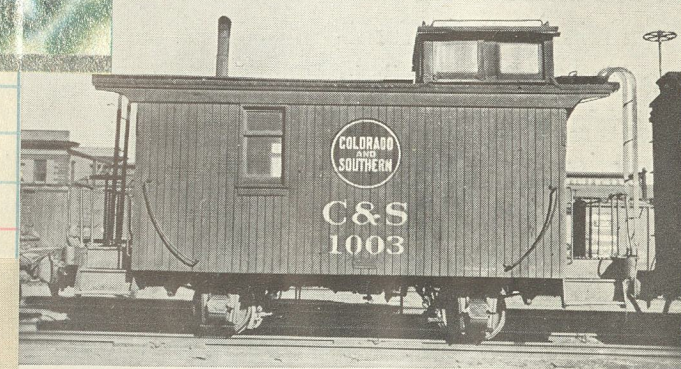
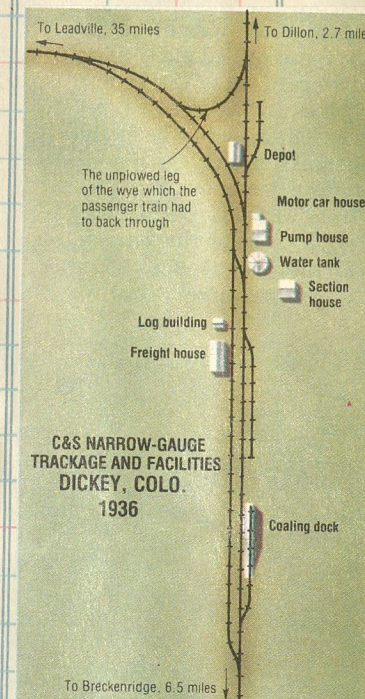
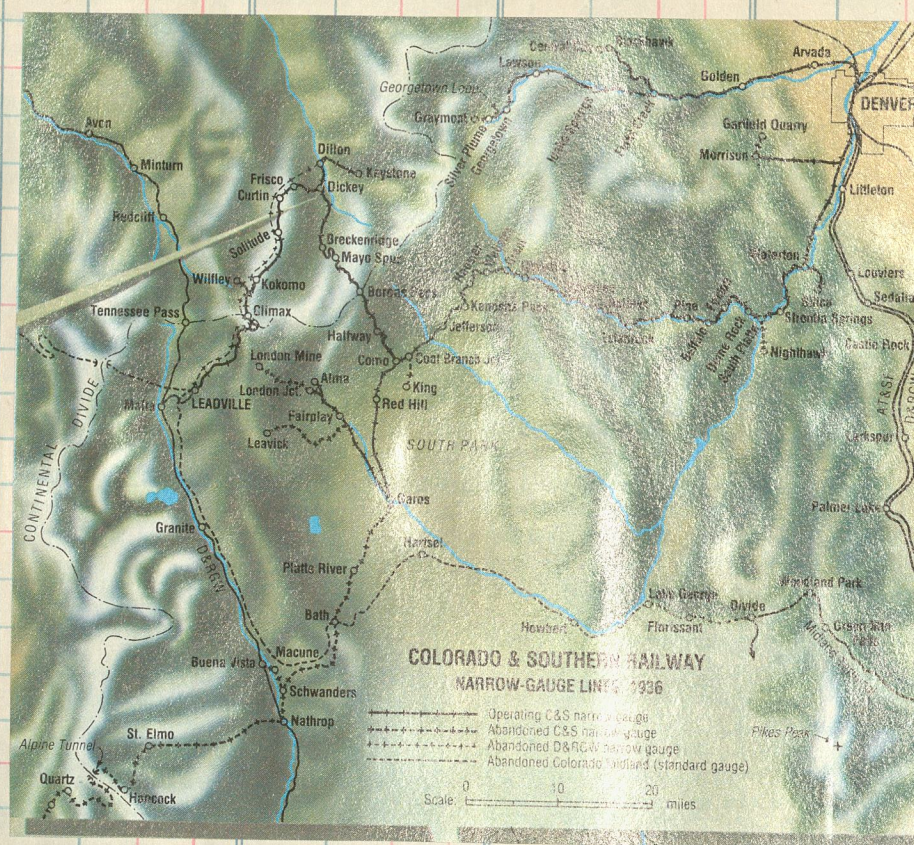
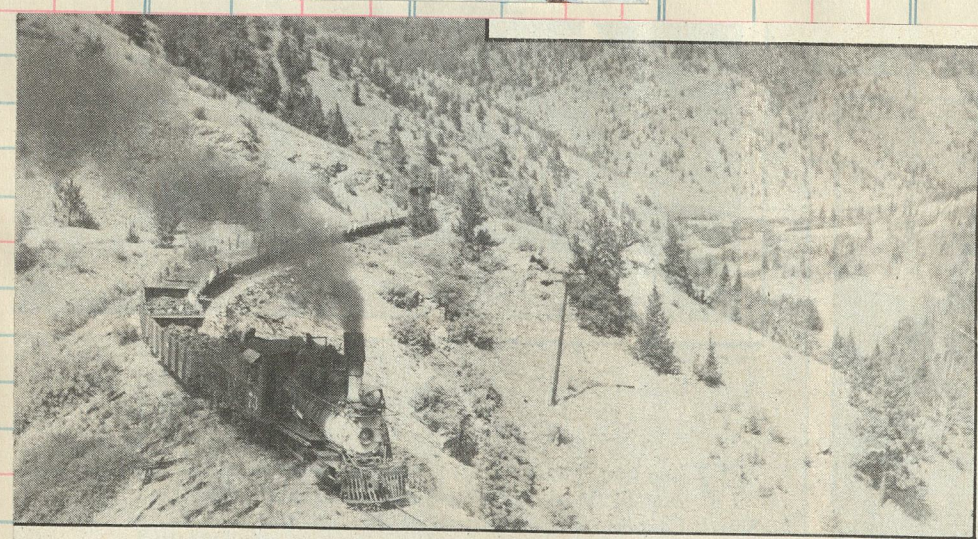
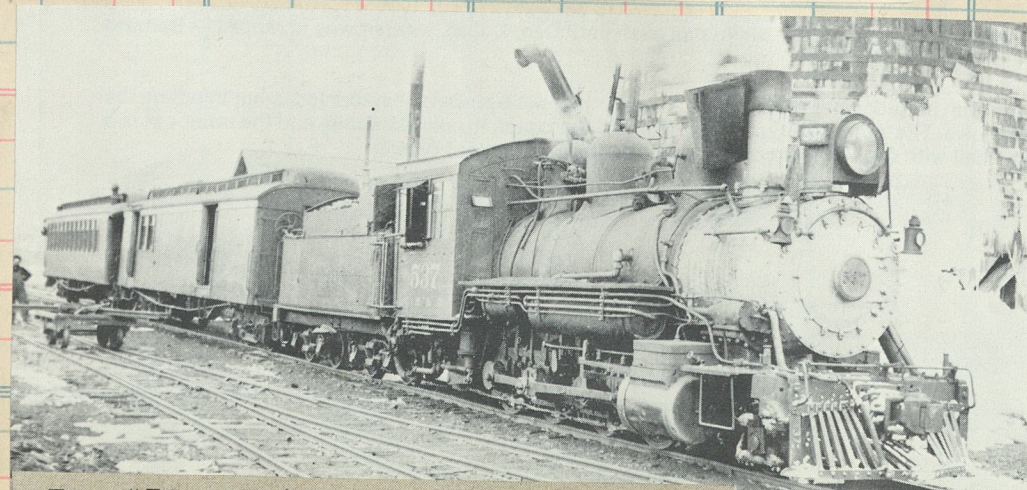


Table 92.—BETWEEN DENVER, COMO AND LEADVILLE. Narrow Gauge.										
No. 70	Mls.	December 26, 1933.	Elev.	No. 71	Mls.	January 2, 1934.	Elev.	No. 72	Mls.	
8:15 A.M.	0	LEAVE DENVER	5183	5:10 P.M.	0	LEAVE LEADVILLE	5183	8:15 A.M.	0	LEAVE DENVER
8:40	3.4	Valverde	5220	4:51	3.4	Valverde	5220	8:40	3.4	Valverde
8:53	5.9	Overland	5272	4:46	5.9	Overland	5272	8:53	5.9	Overland
9:01	7.6	Sheridan Junction	5285	4:40	7.6	Sheridan Junction	5285	9:01	7.6	Sheridan Junction
9:15	11.1	MacRose	5376	4:30	11.1	MacRose	5376	9:15	11.1	MacRose
9:29	16.8	Thomas	5483	4:15	16.8	Thomas	5483	9:29	16.8	Thomas
9:33	20.4	Waterton	5509	4:05	20.4	Waterton	5509	9:33	20.4	Waterton
9:40	24.5	Mill Gulch	5582	3:52	24.5	Mill Gulch	5582	9:40	24.5	Mill Gulch
9:48	26.8	Strontia Springs	5650	3:40	26.8	Strontia Springs	5650	9:48	26.8	Strontia Springs
9:52	31.4	South Platte	5693	3:35	31.4	South Platte	5693	9:52	31.4	South Platte
9:57	34.7	Longview	5719	3:24	34.7	Longview	5719	9:57	34.7	Longview
10:00	36.0	Dawson	5733	3:13	36.0	Dawson	5733	10:00	36.0	Dawson
10:07	37.0	Foxton	5753	3:08	37.0	Foxton	5753	10:07	37.0	Foxton
10:10	39.0	Argyle	5804	3:05	39.0	Argyle	5804	10:10	39.0	Argyle
10:12	39.6	Riverview	5850	2:53	39.6	Riverview	5850	10:12	39.6	Riverview
10:24	43.7	Buffalo	5923	2:50	43.7	Buffalo	5923	10:24	43.7	Buffalo
10:31	45.5	Pine Grove	5973	2:44	45.5	Pine Grove	5973	10:31	45.5	Pine Grove
10:33	47.7	Cryстал Lake	6023	2:36	47.7	Cryстал Lake	6023	10:33	47.7	Cryстал Lake
10:38	48.0	Haviland	6073	2:31	48.0	Haviland	6073	10:38	48.0	Haviland
10:41	49.7	Cliffdale	6123	2:23	49.7	Cliffdale	6123	10:41	49.7	Cliffdale
10:49	51.6	Corson's	6173	2:19	51.6	Corson's	6173	10:49	51.6	Corson's
10:54	53.3	Estabrook	6223	2:15	53.3	Estabrook	6223	10:54	53.3	Estabrook
11:00	54.6	Insomont	6273	2:08	54.6	Insomont	6273	11:00	54.6	Insomont
11:04	56.3	Baileys	6323	2:03	56.3	Baileys	6323	11:04	56.3	Baileys
11:11	58.3	Glenisla	6373	1:57	58.3	Glenisla	6373	11:11	58.3	Glenisla
11:13	59.3	Madrox	6423	1:53	59.3	Madrox	6423	11:13	59.3	Madrox
11:14	59.5	Shawnee	6473	1:45	59.5	Shawnee	6473	11:14	59.5	Shawnee
11:16	62.5	Long Meadow	6523	1:40	62.5	Long Meadow	6523	11:16	62.5	Long Meadow
11:19	63.6	Singleton	6573	1:36	63.6	Singleton	6573	11:19	63.6	Singleton
11:20	64.4	Weller	6623	1:33	64.4	Weller	6623	11:20	64.4	Weller
11:22	66.2	Cassels	6673	1:21	66.2	Cassels	6673	11:22	66.2	Cassels
11:25 A.M.	69.4	Grant	6723	1:15	69.4	Grant	6723	11:25 A.M.	69.4	Grant
11:28	73.8	Webster	6773	1:07	73.8	Webster	6773	11:28	73.8	Webster
11:30	76.2	Hoosier	6823	1:00	76.2	Hoosier	6823	11:30	76.2	Hoosier
11:35	81.1	Kenosha	6873	12:53	81.1	Kenosha	6873	11:35	81.1	Kenosha
11:40	84.1	Jefferson	6923	12:48	84.1	Jefferson	6923	11:40	84.1	Jefferson
11:40	85.3	Michigan	6973	12:43	85.3	Michigan	6973	11:40	85.3	Michigan
11:40	88.3	Como	7023	12:35 A.M.	88.3	Como	7023	11:40	88.3	Como
11:53	91.6	Como	7073	12:25 A.M.	91.6	Como	7073	11:53	91.6	Como
12:08	94.0	Peabody	7123	12:15	94.0	Peabody	7123	12:08	94.0	Peabody
12:10	98.8	Half Way	7173	12:05	98.8	Half Way	7173	12:10	98.8	Half Way
12:17	100.9	Boreas	7223	11:50	100.9	Boreas	7223	12:17	100.9	Boreas
12:27	102.9	Belmont	7273	11:43	102.9	Belmont	7273	12:27	102.9	Belmont
12:37	106.4	Mayo	7323	11:37	106.4	Mayo	7323	12:37	106.4	Mayo
12:43	108.9	Mayo	7373	11:30	108.9	Mayo	7373	12:43	108.9	Mayo
12:53	110.0	Breckenridge	7423	11:25	110.0	Breckenridge	7423	12:53	110.0	Breckenridge
1:03	113.7	Bradocks	7473	11:15	113.7	Bradocks	7473	1:03	113.7	Bradocks
1:13	116.5	Valley	7523	11:05	116.5	Valley	7523	1:13	116.5	Valley
1:40 P.M.	119.2	Dickey	7573	10:55 A.M.	119.2	Dickey	7573	1:40 P.M.	119.2	Dickey
1:50 P.M.	121.2	Dillon	7623	10:45 A.M.	121.2	Dillon	7623	1:50 P.M.	121.2	Dillon
2:00 P.M.	126.5	Dickey	7673	10:35 A.M.	126.5	Dickey	7673	2:00 P.M.	126.5	Dickey
2:11	130.0	Frisco	7723	10:25 A.M.	130.0	Frisco	7723	2:11	130.0	Frisco
2:15	132.0	Curtin	7773	10:15	132.0	Curtin	7773	2:15	132.0	Curtin
2:24	136.4	Salt Lake	7823	10:10	136.4	Salt Lake	7823	2:24	136.4	Salt Lake
2:34	137.7	Kokomo	7873	10:05	137.7	Kokomo	7873	2:34	137.7	Kokomo
2:43	139.7	Robinson	7923	9:55	139.7	Robinson	7923	2:43	139.7	Robinson
2:53	144.8	Chimney	7973	9:45	144.8	Chimney	7973	2:53	144.8	Chimney
3:03	147.2	Leadville	8023	9:35	147.2	Leadville	8023	3:03	147.2	Leadville
3:25 P.M.	151.2	Leadville	8073	9:25 A.M.	151.2	Leadville	8073	3:25 P.M.	151.2	Leadville



Coming up Kenosha Pass near Hoosier



Trn #71 at Dickey. Eng is CB&Q 537. Was org Deadwood Central #5, then B&MR 496, leased to C&S 1930. Blt by Baldwin 1896 c/n 14792



#58 drifts down off Boreas Pass Blt by R.I. 1886, c/n 1593, as U&N 261, to DL&C 261, C&S 58

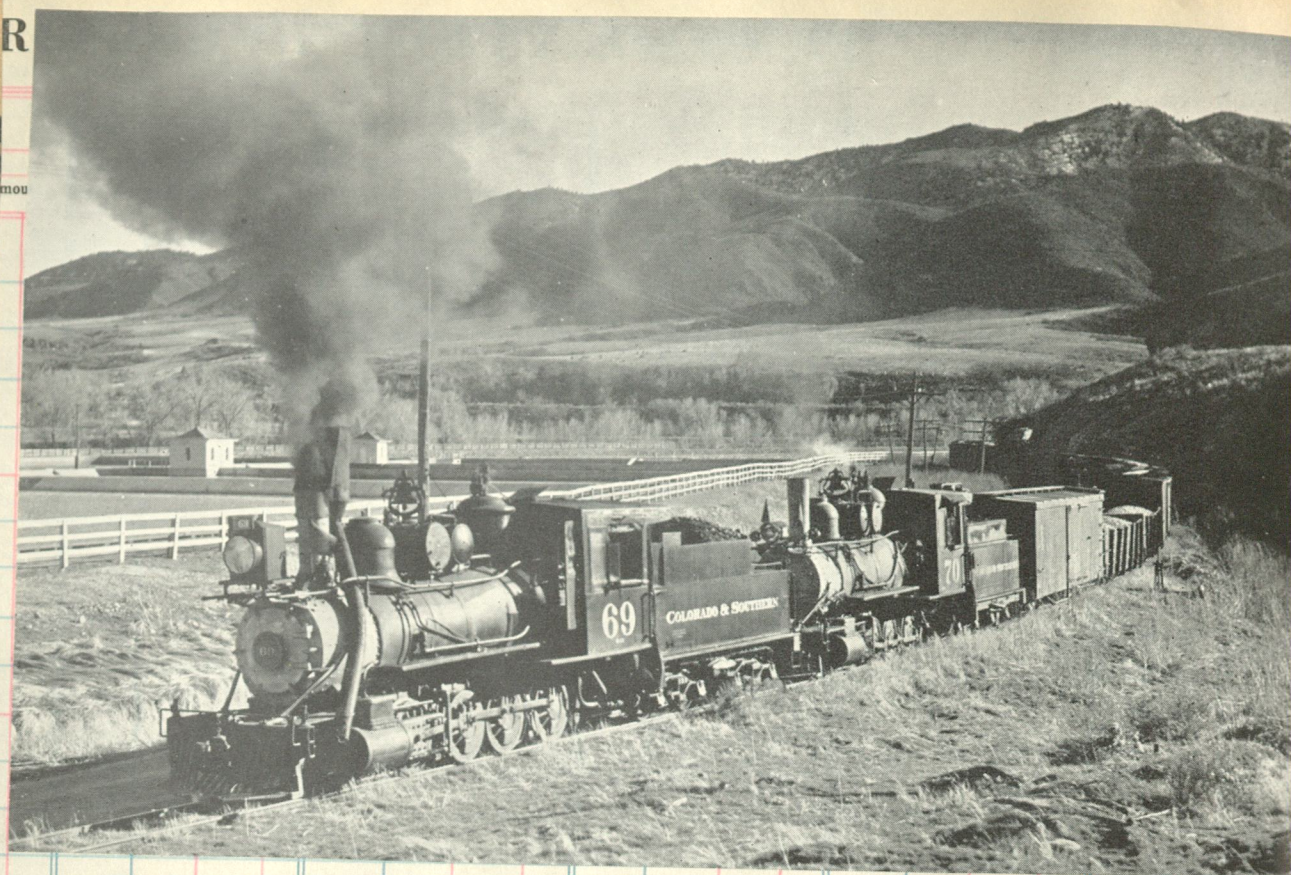
ly; 1 daily, except Monday; 5 Sunday only; a runs Monday, Wednesday and Friday; Saturday only. Automobile service operated to and from Central City, connecting North of Texline, Mountain time.



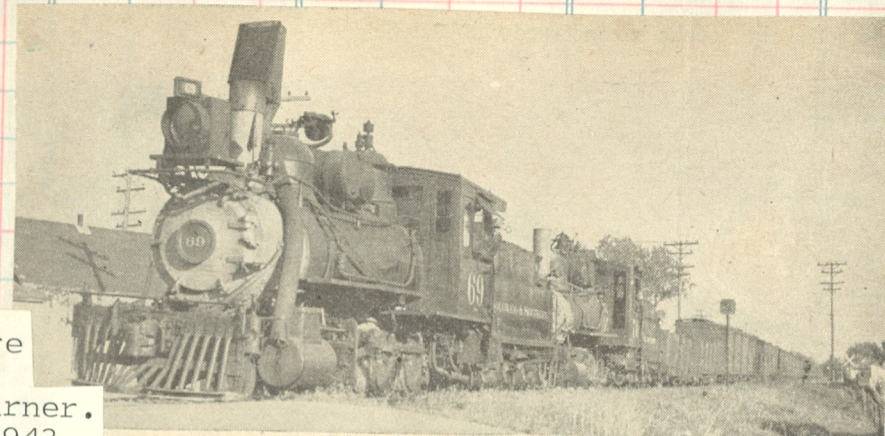
The old turntable pit and stone roundhouse, with stalls for locomotives which thrashed up and down the South Park line—the doors now boarded and the building reduced to the ignominy of serving as a warehouse.

Restoration in progress 1985-86

In their final years of service the 69 and 70 were much like the "Gold Dust Twins" as they were often seen working together. Both were built by Baldwin in December 1890, c/n's 11355-356 as D.L. & G. nos 272 & 273. The only radical difference between them was that #70 became an oil burner. On the C&S were classed B-4D. Cyls were 16x20, dvs 37", Wt on dvs 66,000#. Both were sold in 1943 to the White Pass & Yukon noed 20 & 21 and served their country as faithful "G.I.'s".



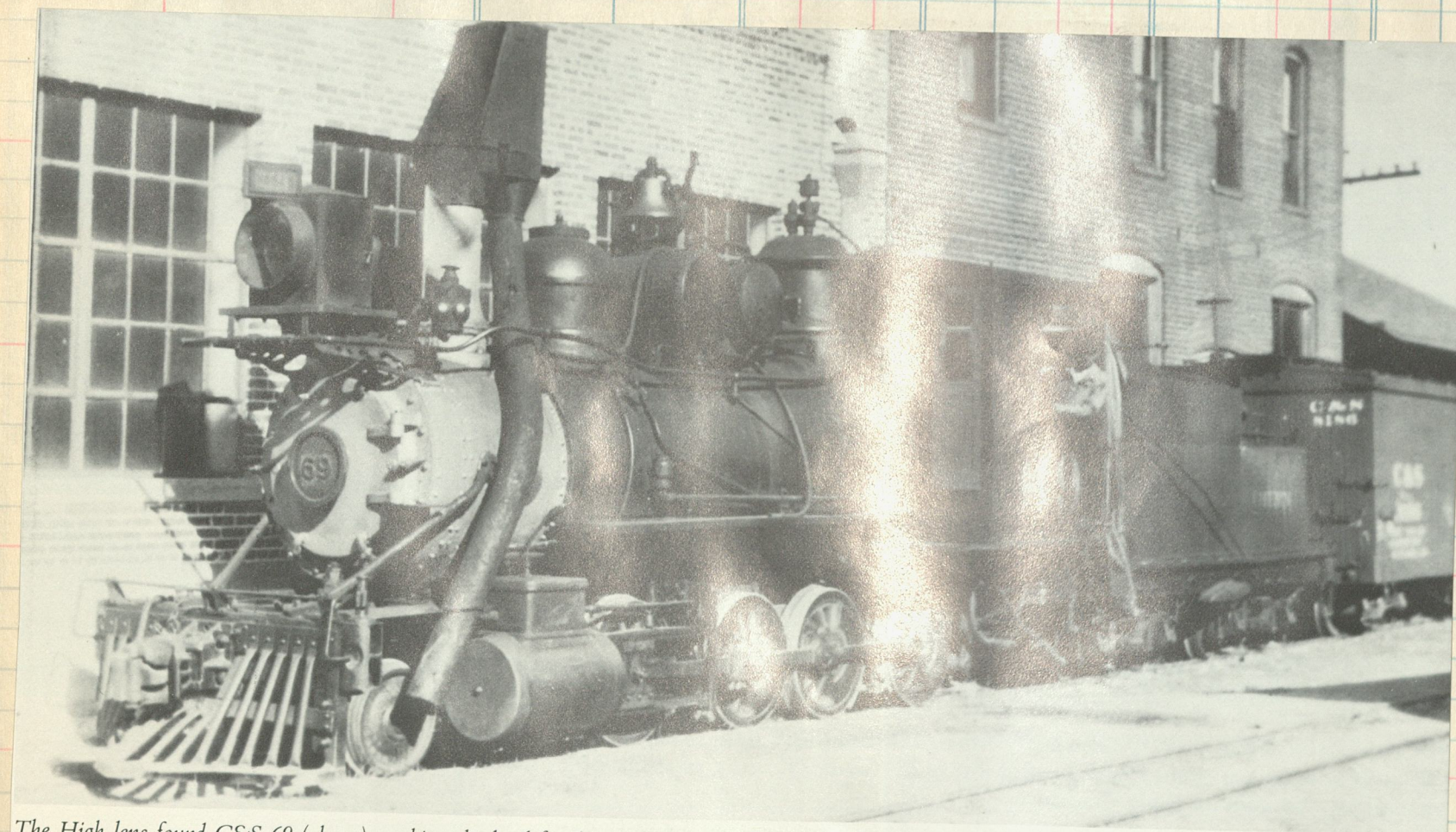
Working tonnage to Waterton



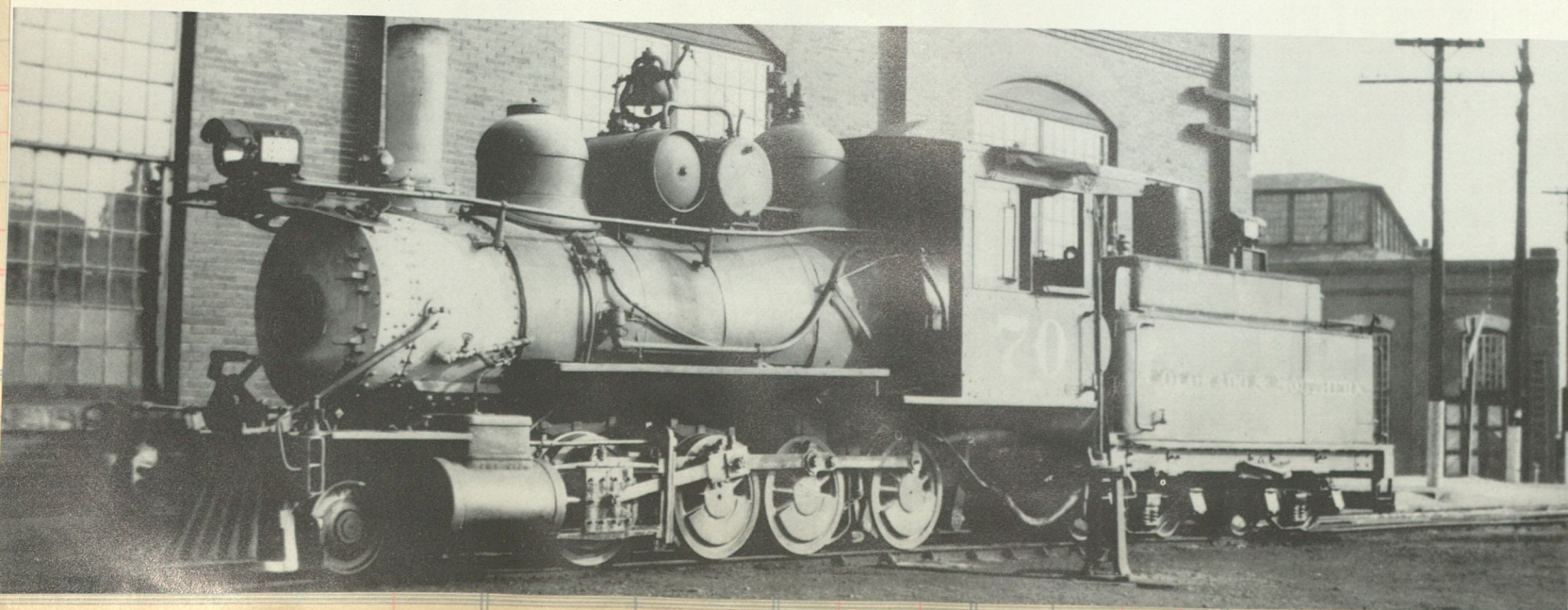
COLORADO & SOUTHERN'S ENGINES 69 & 70 DOUBLE-HEADING

R. H. Kindt

Photo was taken as this train from South Platte, Colo., arrived in Denver, May 18, 1940.



The High lens found C&S 69 (above) working the local freight at Idaho Springs on the former Colorado Central narrow gauge line in 1930. Sister Engine 70 (below) is at Denver in 1938.

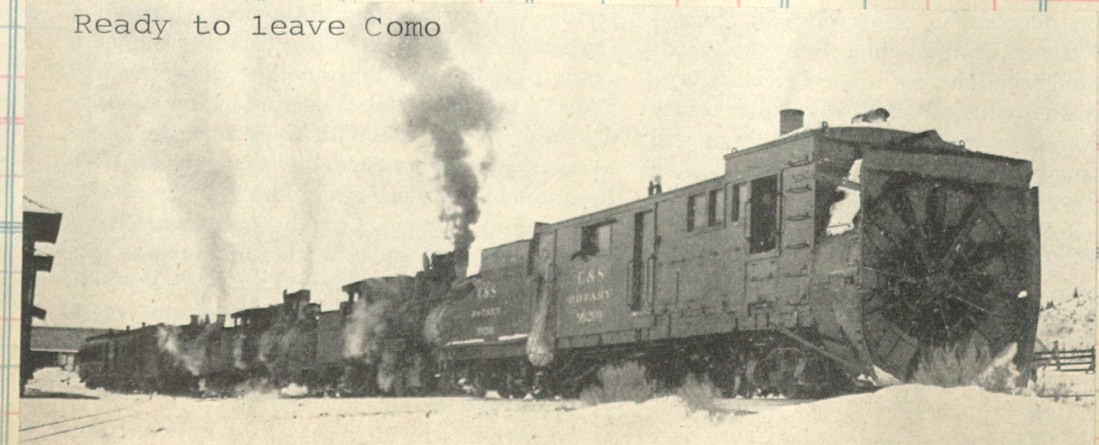


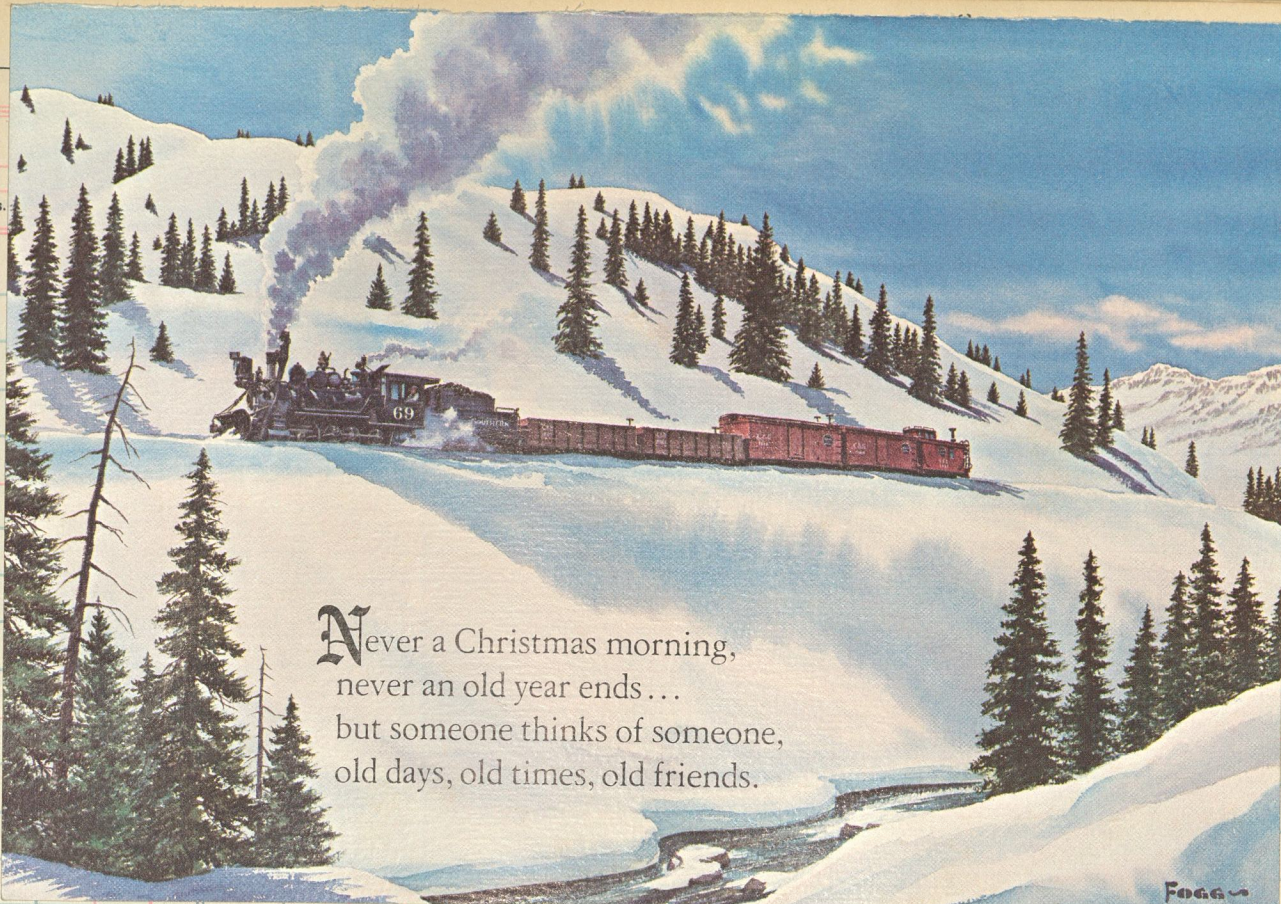
Rotary outfit at Breckenridge February 1936



FOUR LOCOMOTIVES SHOVING ROTARY SNOW PLOW UP A GRADE ON THE DENVER & SOUTH PARK RAILWAY, FOUR MILES WEST OF COMO.

Ready to leave Como

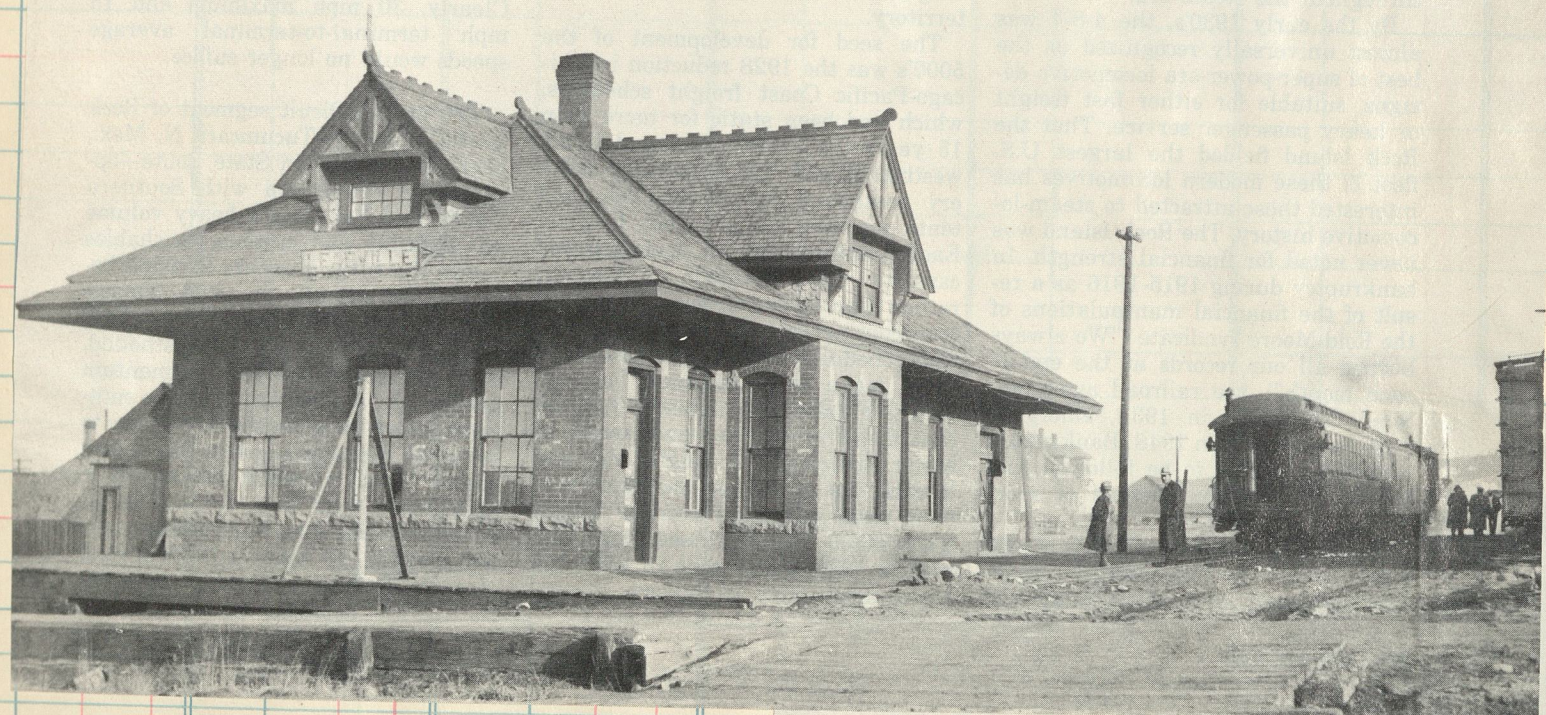




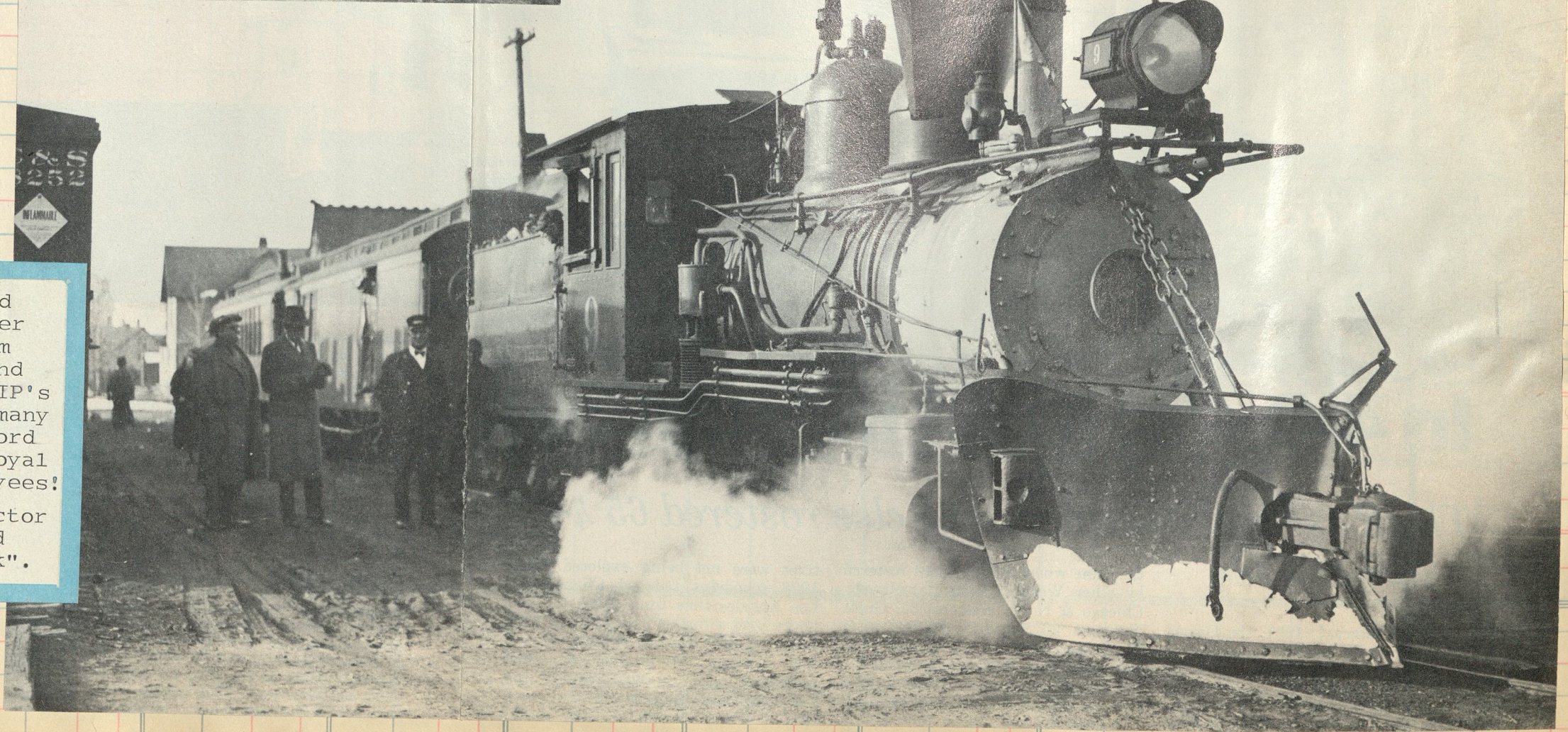
Never a Christmas morning,
never an old year ends...
but someone thinks of someone,
old days, old times, old friends.



Weary ol' 68 takes a rest by the Como enginehouse

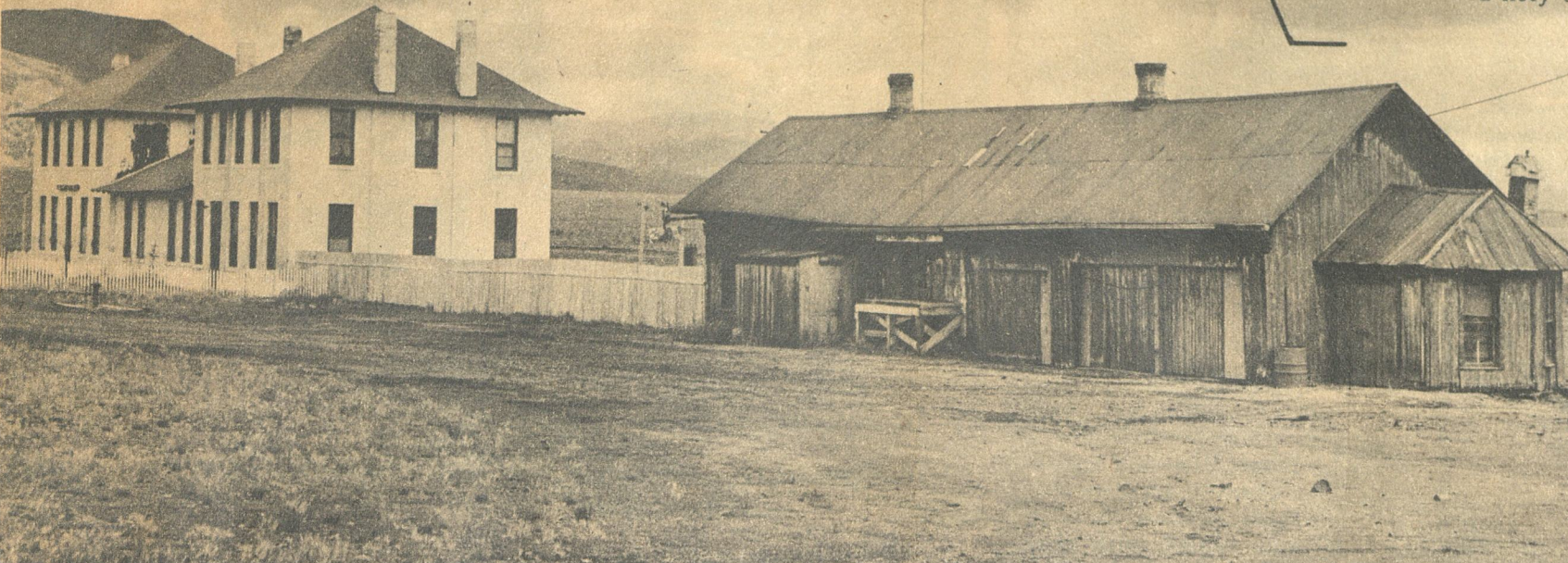


Like the Arab who "folded up his tent and silently slipped away" that last passenger train of the old South Park departed from Leadville on April 10, 1937. No brass band to lend importance to the occasion, no VIP's making speeches of appreciation for the many years of devoted service, not a single word of apology for turning their back on a loyal friend, no remembrance of faithful employees! Only a handful are on hand to wish Conductor Tom St John, hogger "Curley" Colligan and ol' #9 "Thank you, Good Bye and Good Luck".



SO FLEET THE WORKS OF MEN -

Back to the earth again;
Ancient and holy things fade like a dream."



Como, in Park county, once was a bustling division point for a heavy-traffic narrow gauge railroad, one fork scrambling over the continental divide from Leadville to carry precious ore to Denver; the other meandering all over South Park, bringing ore from Alma and Fairplay, sheep and hay from intermediate points, taking countless passengers and endless tons of freight to and from Colorado's capital. Abandonment of the railroad and, later, removal of the tracks, left Como among the state's ghost towns as the whistle of the engine pulling the last eastbound train shrilled like the wail of a banshee thru the deserted streets of the little mountain community. At the right is the old depot; next to it the railroad general offices, hotel and eating house which flourished in the late '90s and early 1900s. At the extreme right of the depot (not in the picture) is a sign, "Railroad Crossing—Look Out for the Cars." The nearest railroad is sixty-five miles!

Last of the Slim-Gage C&S 1943

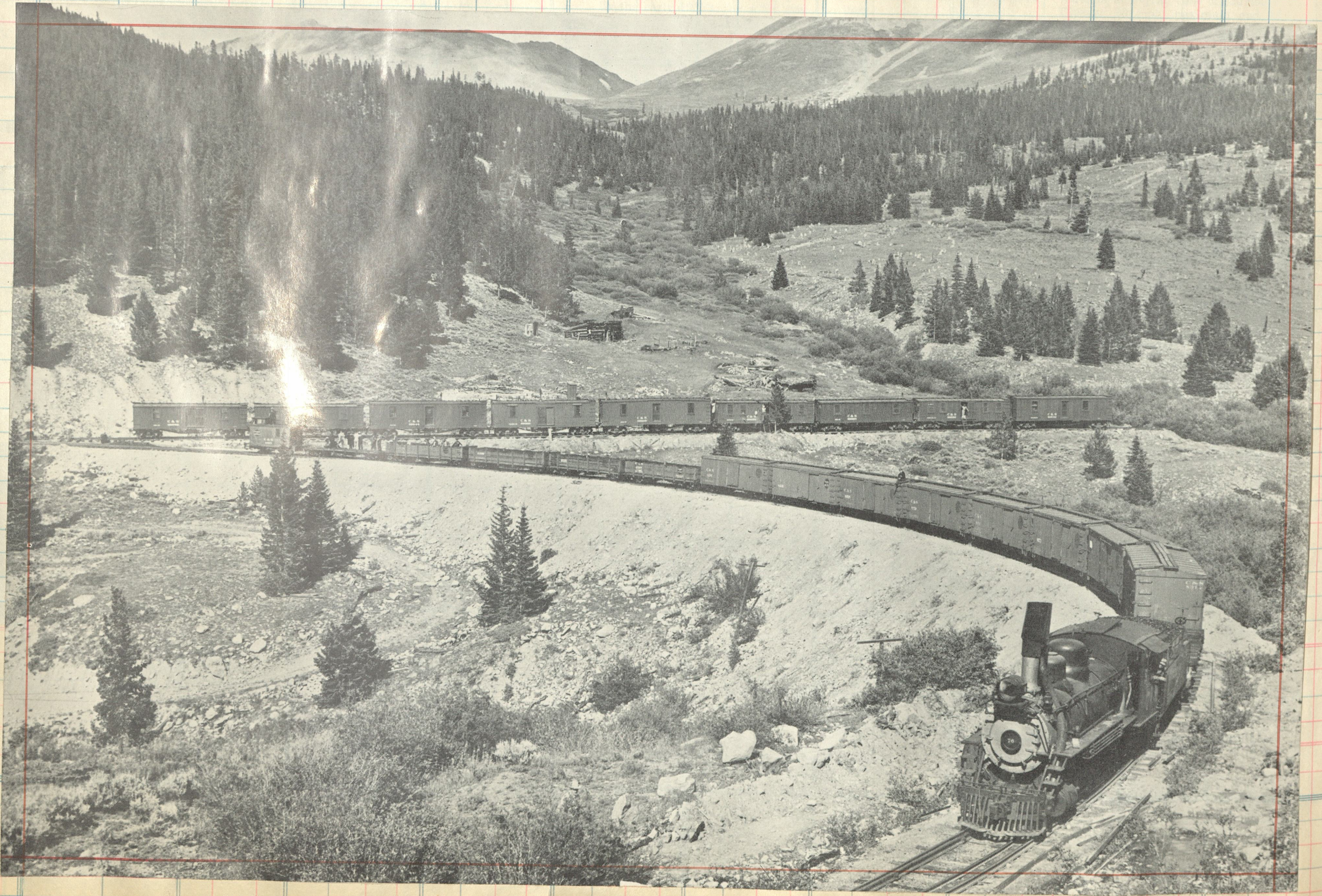
GONE TO GLORY: Colorado & Southern's last narrow-gage route, between Climax and Leadville, came to its end when silver-faced No. 76 rattled the light, rusty rails for the last time on August 25. The pelt of cinders in the little engine's spark arrester beat the tattoo for one of America's great narrow-gage railroading ventures. Ore-rich Colorado mining kings of the seventies and eighties backed the construction of Colorado Central and Denver, South Park & Pacific roads across the very top of the Continent. The Climax-Leadville section was part of a line begun by "the old South Park" at Como, crossing the Boreas Pass. This 14-mile stretch was all that remained of nearly four hundred miles of trackage at one time owned by the C&S. Engineer J. B. Delaney took the final orders from Conductor O. G. Perschbacher. No. 76's crew had seen only narrow-gage service, and stuck with it to the last run. Two days later, bigger, heavier engines were passing over the standard steel already spiked into place beside the old narrow gage.



Starting down from Climax on its last trip, Old 76 lets off burst of steam as it mounts a slight grade. The world's largest molybdenum mine is the light-colored area on mountain at left.

As, leaving some grand waterfall,
We, lingering, list its roar—
So memory will hallow all
We've known but know no more.

The final curtain comes down on the old SOUTH PARK. #76 cleans up the last of the narrow gauge equipment on last run over the 3' gauge rails August 25, 1943. Seventy years of service to Colorado was finished.



ST. LOUIS-SAN FRANCISCO RY.



THE TEXAS SPECIAL

... between St. Louis, Dallas, Fort Worth and San Antonio

Air-Conditioned Lounge Cars:
(Radio and Valet.)
Between St. Louis and San Antonio

Air-Conditioned Sleeping Cars:
Between St. Louis and Dallas (10-Sec.,
1-D. R., 2-Compt.)
St. Louis to Dallas (12-Sec., D. R.) via
M-K-T No. 3 from Muskogee; north-
bound on No. 2.
St. Louis to Fort Worth and Waco
(10-Sec., 1-D. R., 2-Compt.)
Fort Worth to St. Louis (10-Sections,
1-D. R., 2-Compt.)
Between St. Louis and San Antonio
(5 Double Bedrooms, 8-Sec.) (See
page 5).
Between St. Louis and Brownsville (10-
Sec., 1-D. R., 2-Compt.)

De Luxe Air-Conditioned Chair Cars:
Between St. Louis, Dallas and San
Antonio. (Women's and Men's Dress-
ing Rooms).
COACH SERVICE ALL THE WAY
Air-Conditioned Dining Car Service

Bed-room
Sleeping Cars
on TEXAS SPECIAL

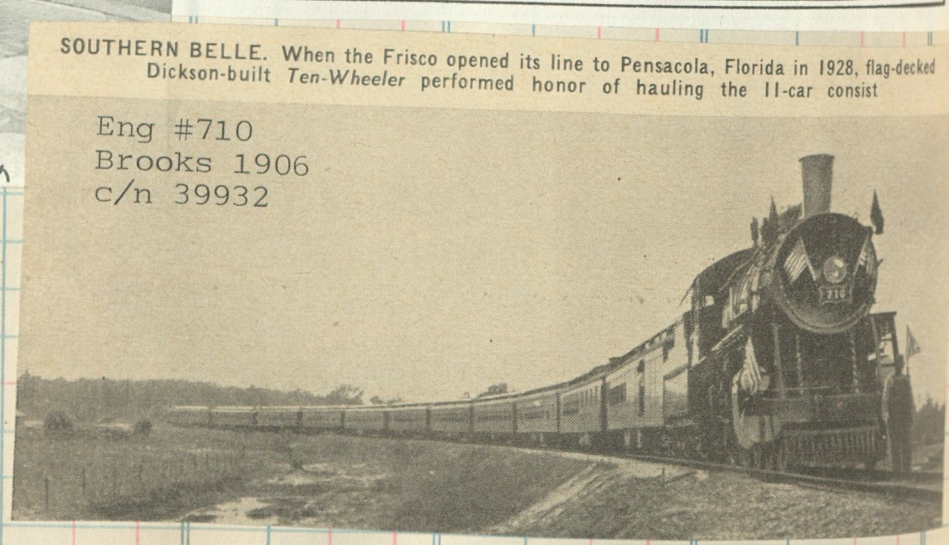
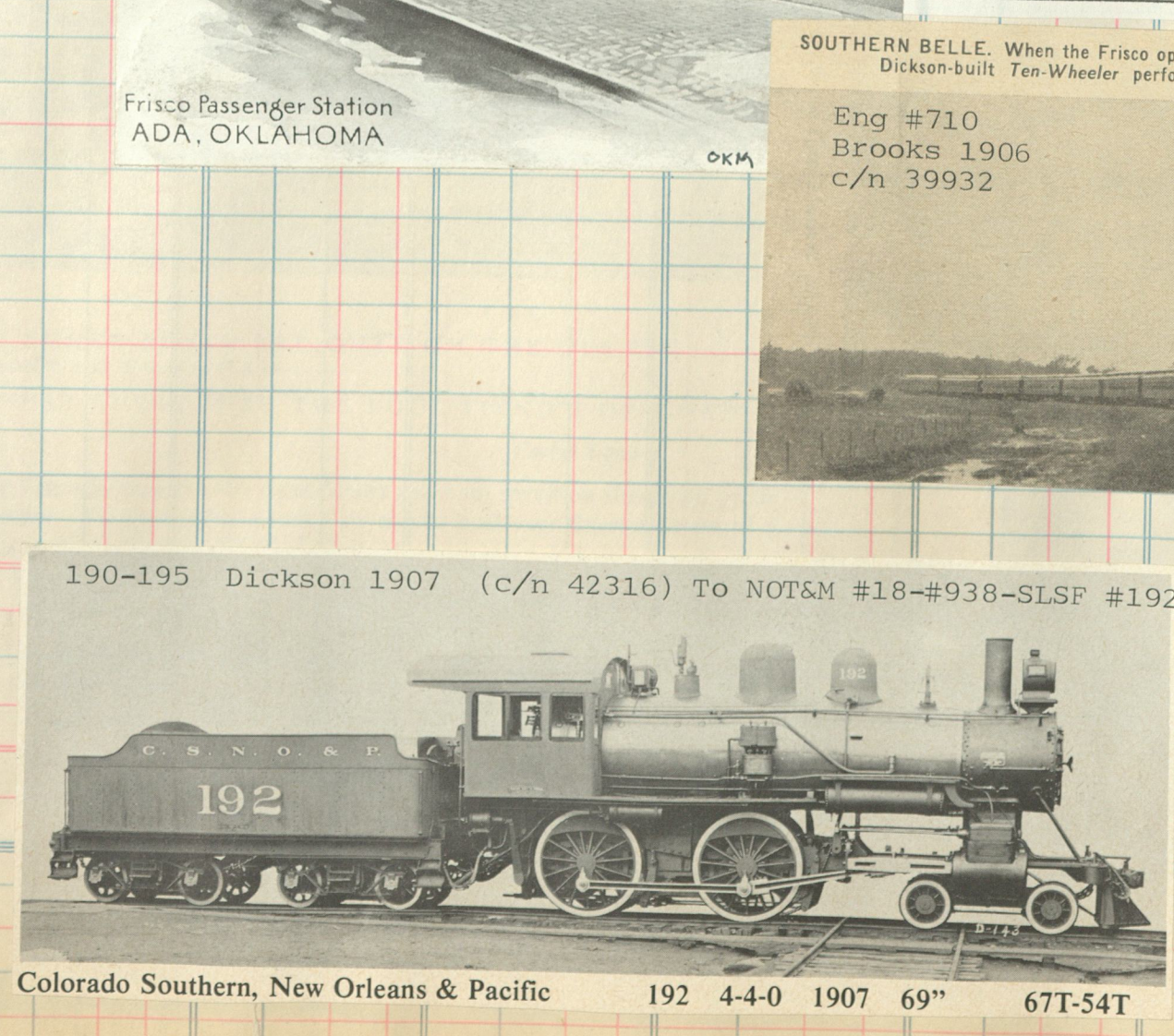
"On the Advertised". A dignified and immaculate 4-8-2 proudly leads Train #2
toward the rising sun and her terminal at St Louis

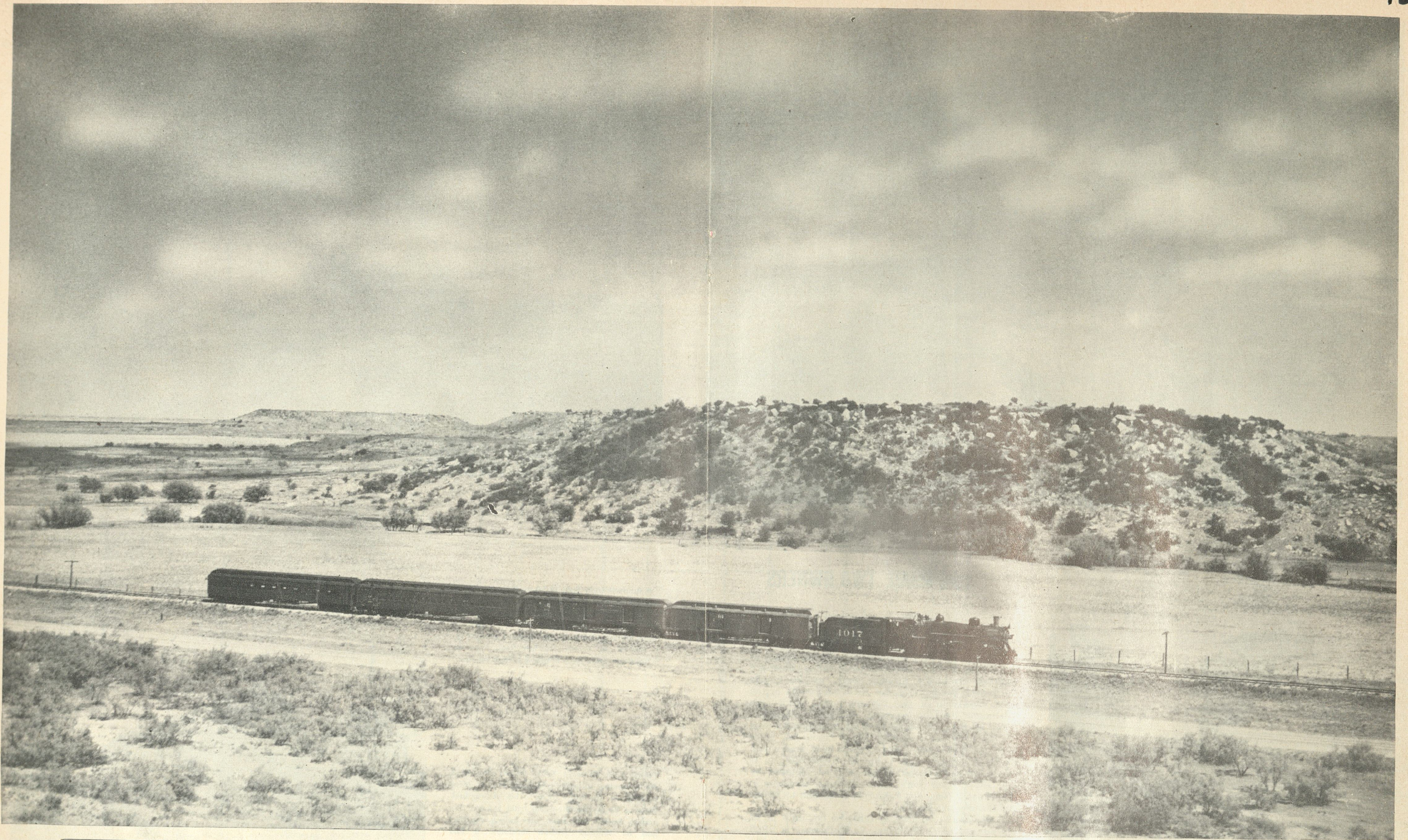


ST. LOUIS-SAN FRANCISCO SUPERPOWER ON PARADE

Breasting the mile-long grade out of Valley Park, Missouri, a few miles west of
St. Louis on the Frisco's main line, one of the tremendous 4-8-4s of the 4500
Class heads into a rising sun with nearly 100 cars of redball freight behind it. A
quarter of a mile away are visible the cars of a Missouri Pacific drag on the west
line for Kansas City dropping down the same grade.

The 4524, the last engine built for
the Frisco, was delivered by Baldwin
in 1943 c/n 69740. The series cov-
ered ten engines 4515-4524.



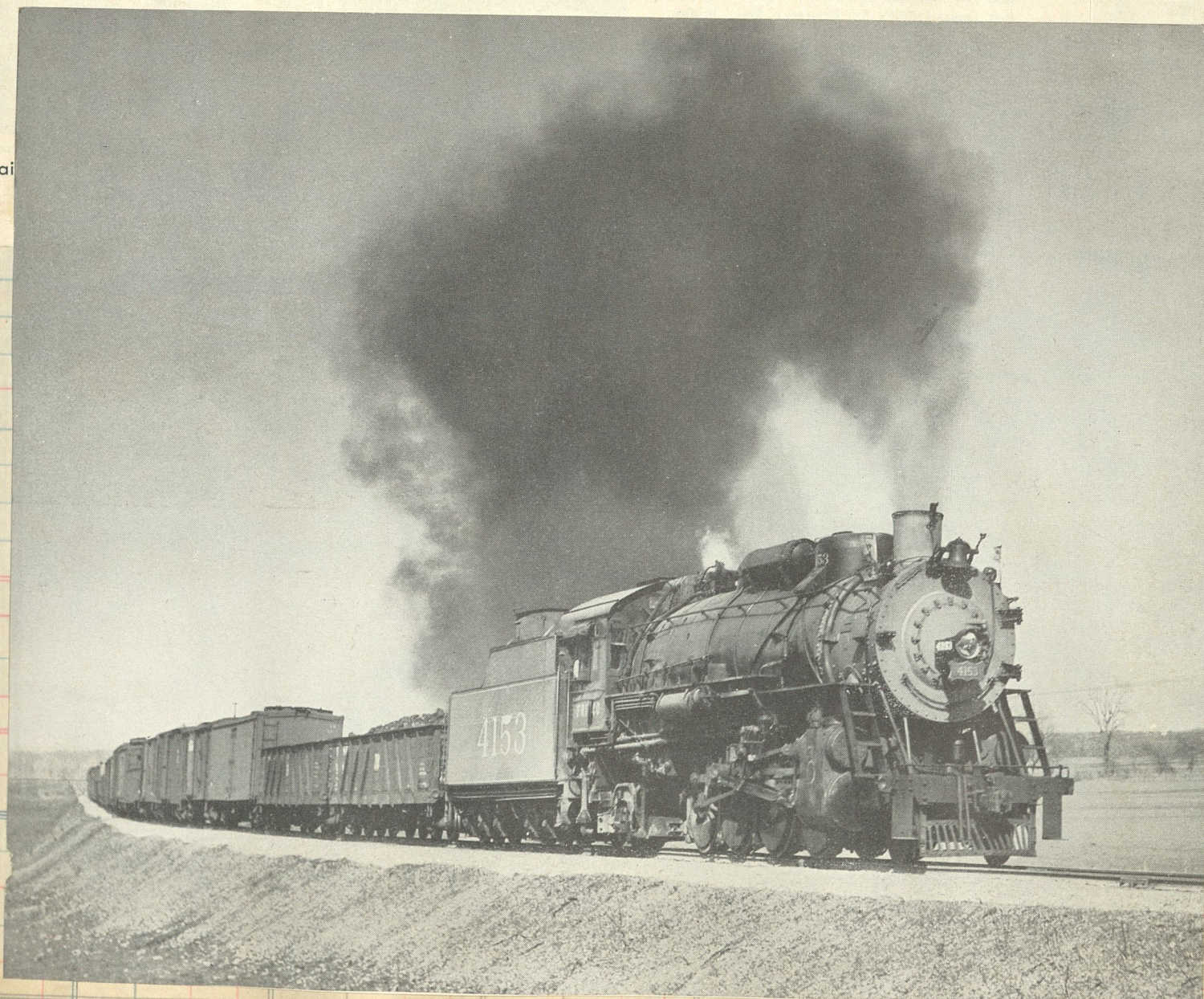


Preston George.

St. Louis-San Francisco's train No. 409 — light Pacific No. 1017 and four cars — steams across wide open spaces of southwestern Oklahoma on its way to the Red River and the Lone Star State. As it passes Creta at 30 miles an hour, No. 409 has almost reached the end of its run from Oklahoma City to Quanah, Tex., westernmost terminal of the Frisco. There it will connect with the only train (leaving next morning) of the 119-mile, Frisco-controlled Quanah, Acme & Pacific.

Photo section 31

30 Train

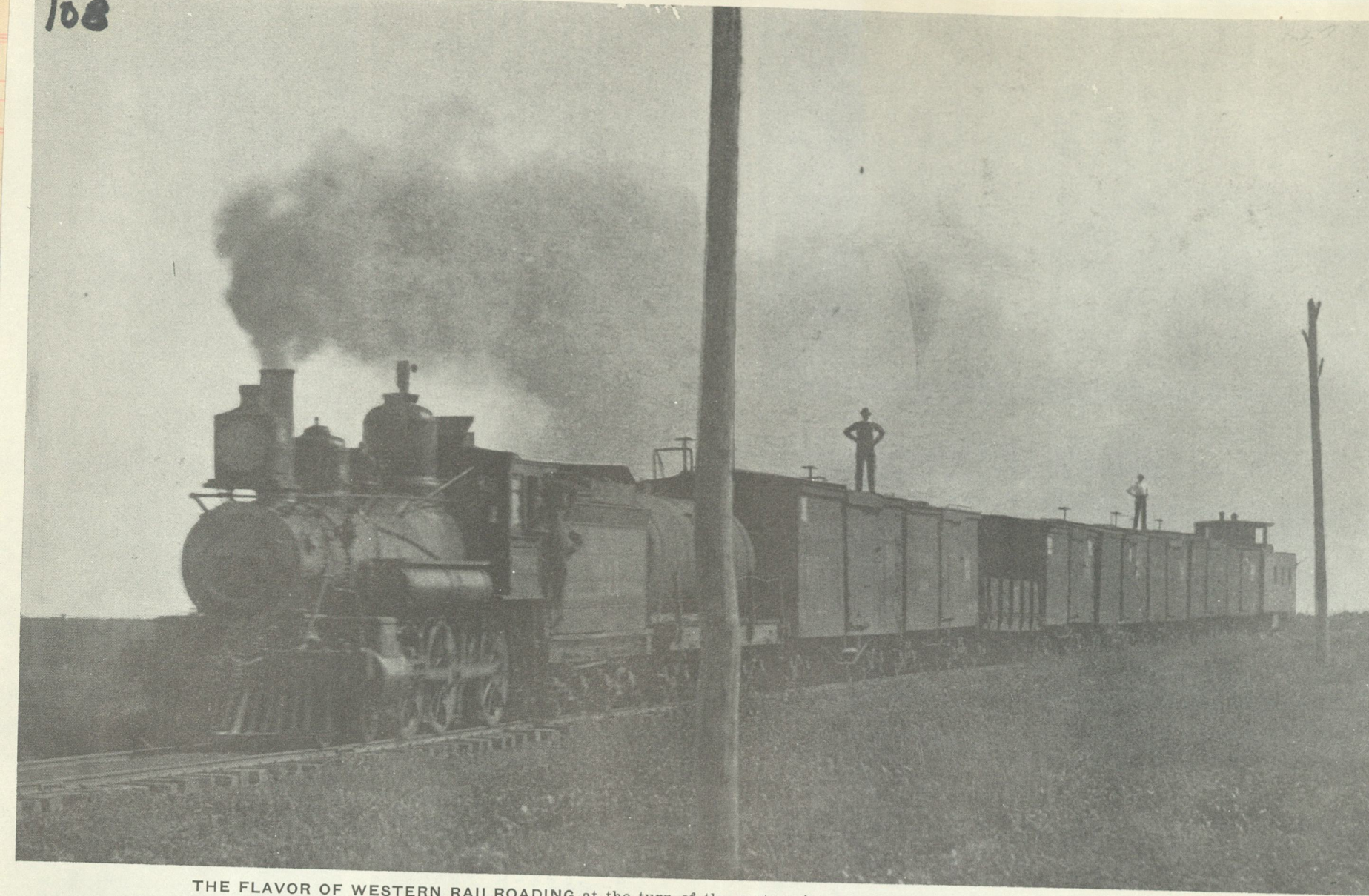


The "Will Rogers", westbound, crosses the Arkansas River at Tulsa

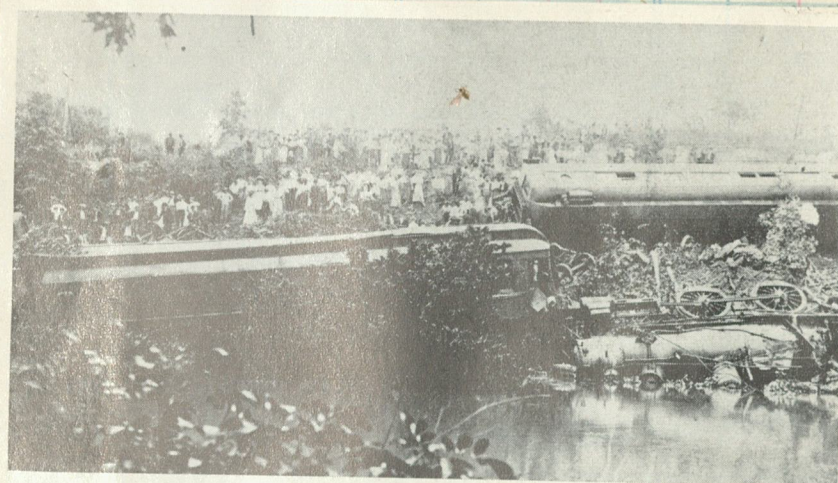


TIDY LITTLE FRISCO MIKE

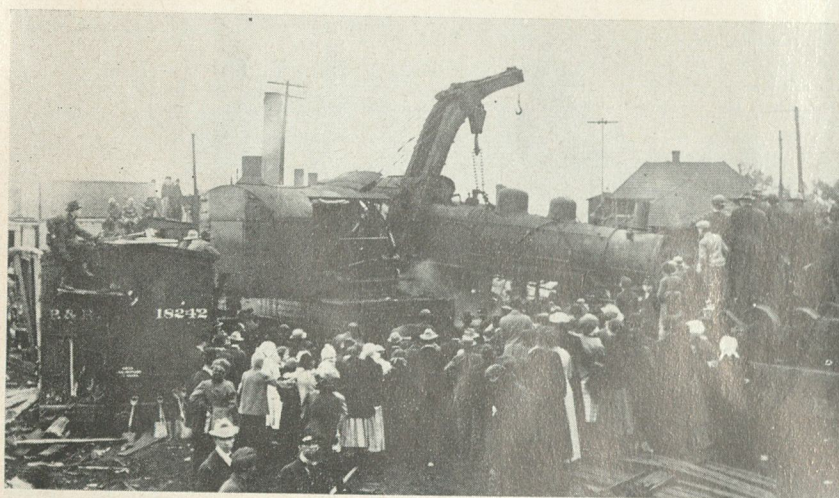
Unlike the farther north divisions of the St. Louis-San Francisco where the operational technique calls for far heavier tonnage behind the drawbars of impressive motive power, the custom in Texas is to dispatch light trains of twenty or twenty-five cars behind lighter engines. There is no concentration of traffic to require the handling of a maximum possible load in each train operation. Here, a mile below the Texas-Oklahoma boundary near Denison, a Frisco Mikado, with a tender cab and flying white, wheels a short cut of cars across the countryside with a great deal of railroading style.



THE FLAVOR OF WESTERN RAILROADING at the turn of the century is captured in this photo taken on the flat plains south of Cordell, Oklahoma, in 1904. The ten-wheeler boiling along with her nine cars and a caboose is No. 411 of the Frisco, a Rogers product of 1880 that was formerly SL-SF No. 161. Although the engine is equipped with air brake equipment, the brakemen decorating the car tops calls up memories of a decade or two earlier, when only hand brakes were in use and the trainmen spent most of their time on the swaying running boards, manning the brake staffs to help control the speed of the train. In 1907, the engine shown here plunged into the Cimarron River; she was fished out and placed back in service, but her tender was lost and never recovered. (Courtesy of collection of Dr. S. R. Wood)



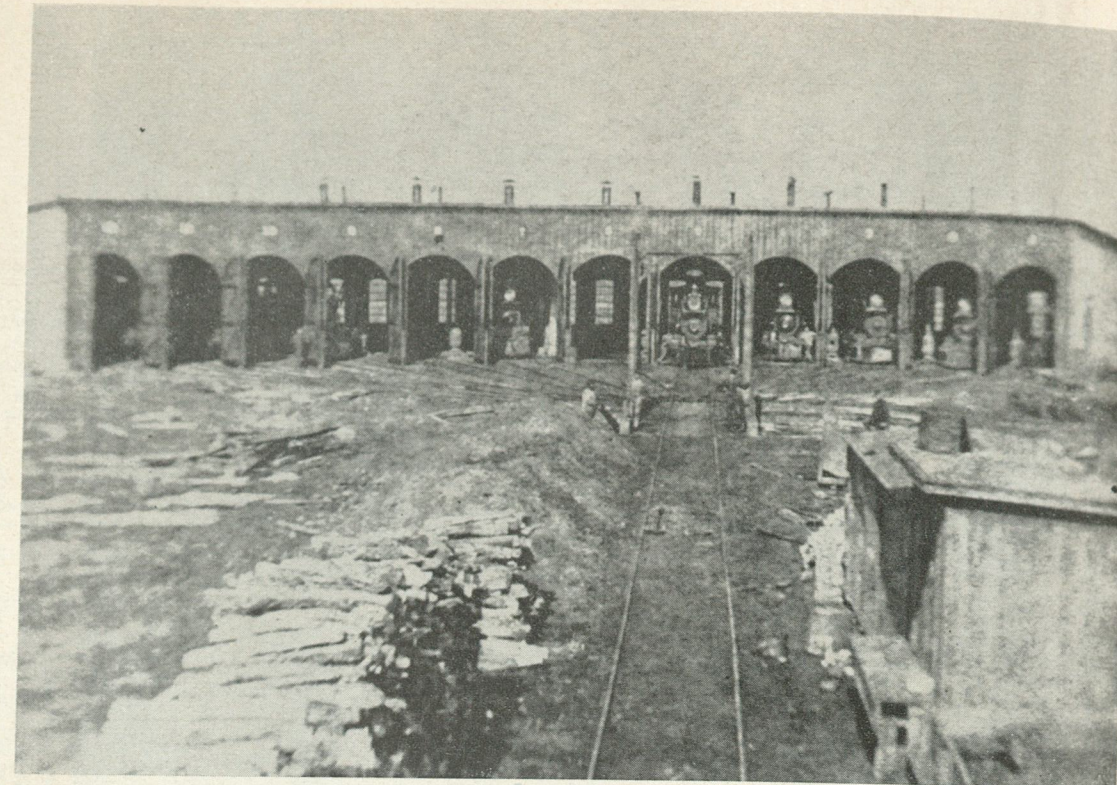
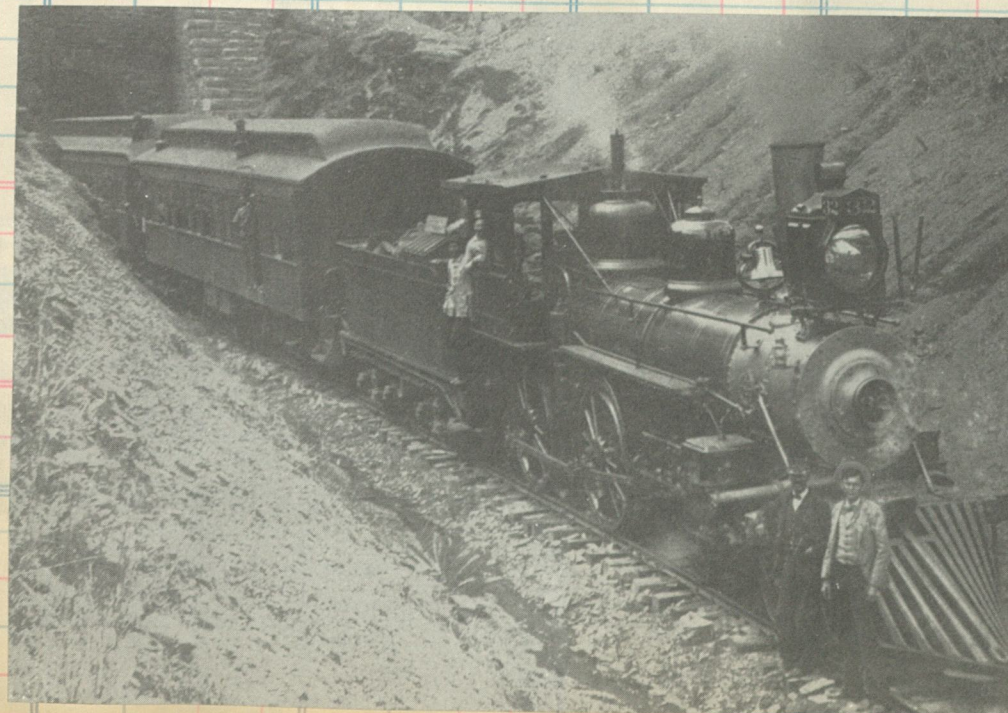
The wreck of Old #308 between Webb City and Carthage, Mo. in 1908. Note the bodies of engineer and fireman laid out by the overturned coach.



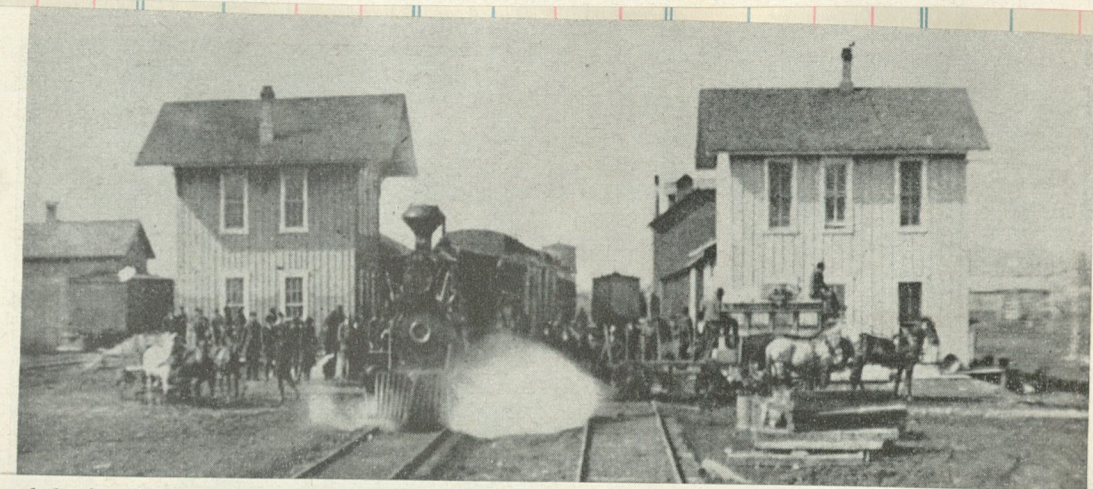
This photo shows the Frisco wrecking crane lifting Mo.-P. freight engine No. 457 after its collision with a Frisco freight engine at the Main street junction in Neodesha, Kansas, at 2 a.m., on the morning of April 15, 1910. Mo.-P. fireman Wm. Carroll, of Pierson, Illinois, was instantly killed when he was crushed by wreckage after jumping from the cab. Scotty Judy, the Mo.-P. engineer, stuck to his engine, which turned completely over after striking the Frisco engine between the cab and the tender. Judy crawled from his cab, miraculously alive, but injured. The Frisco engine remained on its wheels and none of the crew was injured.



An earlier view of the same wreck, showing the Mo.-P. engine on its back beneath the Frisco tender. The "carwacker" in left foreground was Charley Starr. The Mo.-P. tracks were not cleared until 21 hours after the smash-up.



The original Frisco Roundhouse at Neodesha, Kansas, erected in 1881. During the some 45 years in which the Division machine shops were there—1882 to 1927—this roundhouse was a busy spot. In May, 1907, five stalls were destroyed by fire. Picture shows the structure still under construction, with the Turnable not yet in place. Original picture owned by Otis Houston. Reproduced by Johnson Studio, Neodesha.



At left is the first Frisco depot at Neodesha, Kansas, believed to have been erected the same year the road entered the town—1879. At right is the Dining Hall, built in 1884, and operated by the W. C. Houstons. Between them is diamond-stack steamer pulling a passenger train. At right of the engine is the "hack" of Wilse Johnson—a name familiar to Frisco men for many years. Picture is owned by Otis Houston. Reproduced by Johnson Studio, Neodesha.



This picture of an old 4-4-0 Frisco engine was taken at Buhler, Kansas, first station northwest of Burrton, in 1910. Left to right in the foreground are the crew, Bill Dunnigan, conductor; Nick Walker, engineer, and Max Bodley, fireman. The engine, No. 158, previously had been Engineer Frank Streets' regular mount. Photo by Johnson

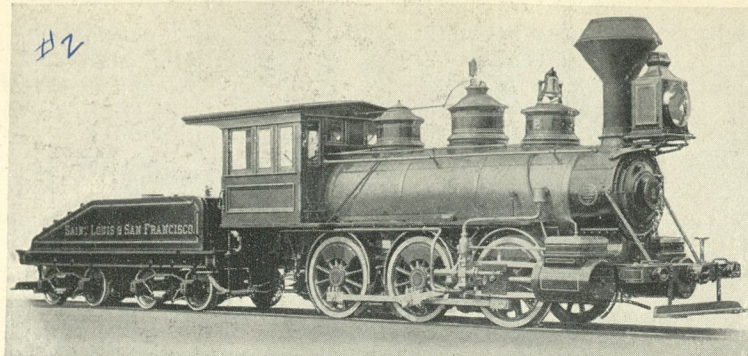


This picture was taken at the Santa Fe-Frisco railway crossing at Valley Center, Kansas, about ten miles north of Wichita, after a Santa Fe passenger engine had collided with a Frisco passenger engine.

"THE SLICKER" was the nickname applied to this Frisco accommodation train which made two round trips daily between Mansfield and Fort Smith, Arkansas. The train is shown here at the portal of Jensen Tunnel in 1890, headed by St. Louis & San Francisco's Engine 32, a polished 4-4-0 with a cinder blow-off device visible in front of her right steam chest. Engineer George Daniels is seated at the latch, and Fireman John Yocum stands in the 32's gangway; the uniformed skipper leaning on the pilot beam is Conductor A. Greenwood, with Brakeman T. W. Crittenden standing at his left. The small engine and wooden cars are typical of the thousands of local passenger schedules that ran on short turnaround jobs in the West in a happier day, before the hard-surfaced road and the gas engine drove them into oblivion. (Collection of Dr. S. R. Wood)

Up 1890
A.P. 628
A.L. Vg + Wch #8

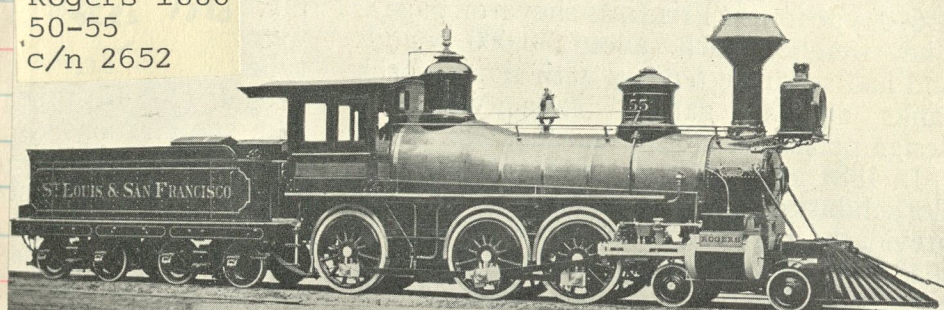
#2
c/n 5538
renoed
1642
3642



Six-coupled Switching Locomotive, Built by The Baldwin Locomotive Works, 1881

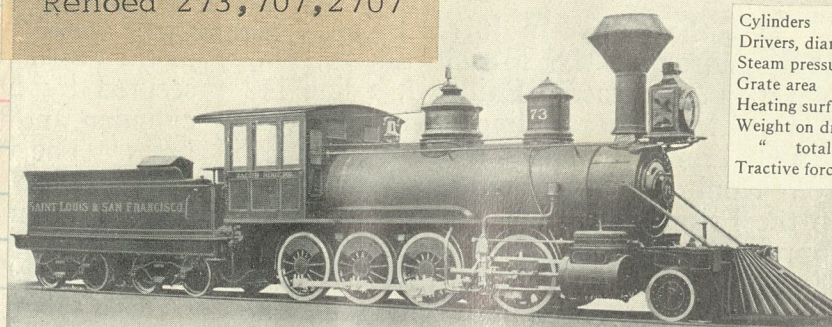
Cylinders 17" x 24" Drivers, diam. 50"
Weight, total engine 70,000 lb.

Rogers 1880
50-55
c/n 2652



"JACOB ROGERS" #73
Renoed 273,707,2707

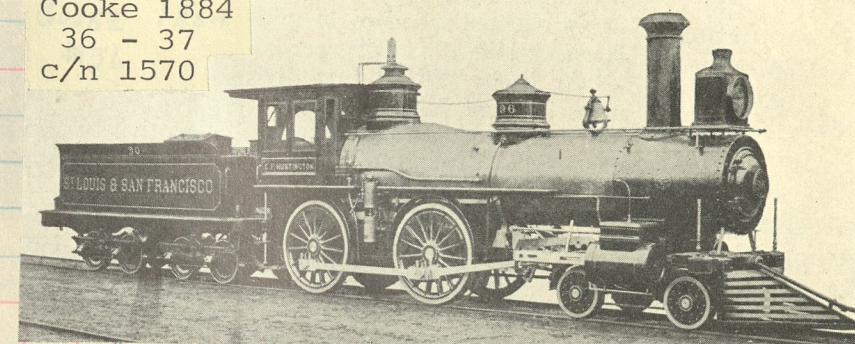
72-81 c/n 5987 B L W 1882



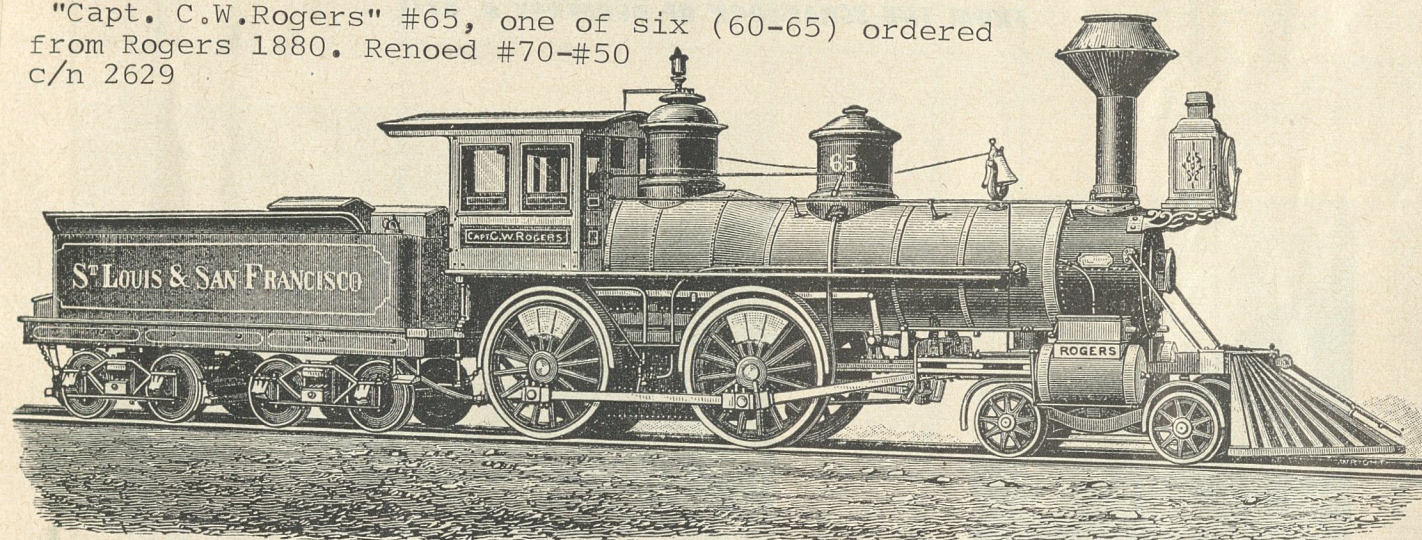
Consolidation Type Locomotive, Built by The Baldwin Locomotive Works, 1881

Cylinders 20" x 24"
Drivers, diam. 50"
Steam pressure 130 lb.
Grate area 27.6 sq. ft.
Heating surface 1280 sq. ft.
Weight on drivers 90,000 lb.
" total engine 102,000 lb.
Tractive force 21,200 lb.

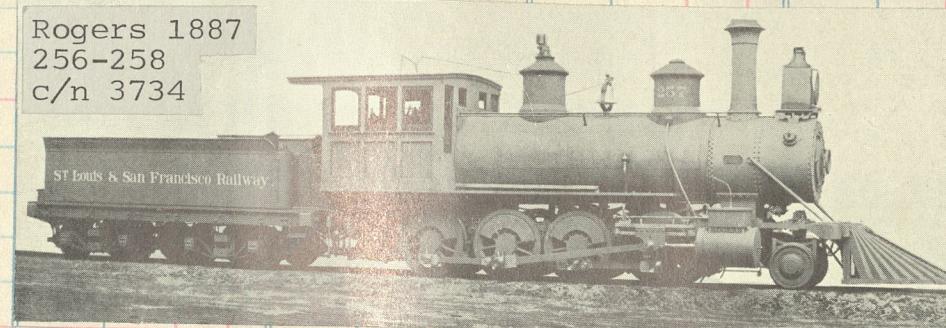
Cooke 1884
36 - 37
c/n 1570



"Capt. C.W. Rogers" #65, one of six (60-65) ordered from Rogers 1880. Renoed #70-#50
c/n 2629

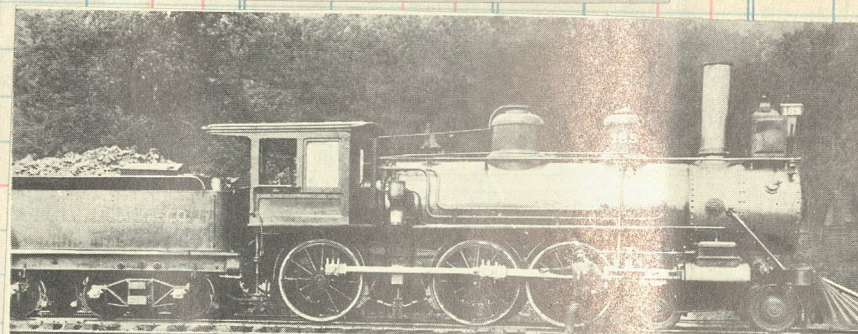
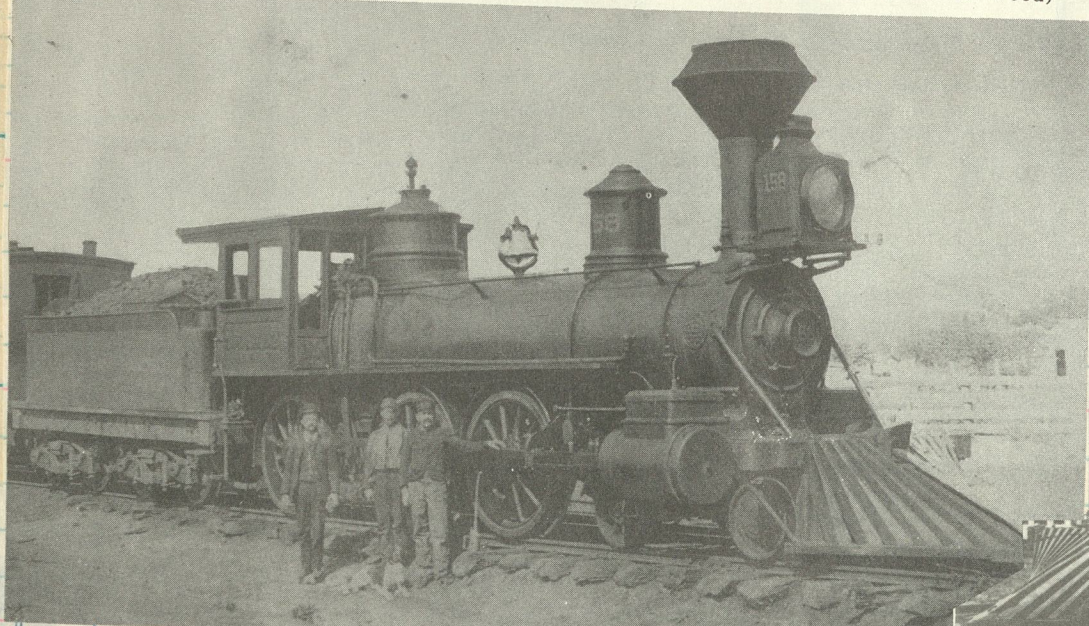


Rogers 1887
256-258
c/n 3734



later #291, 732, 2732

Frisco 158 was built by Baldwin in 1879, a 4-6-0 that was originally St. L. & S. F. No. 48. She later was renumbered 408. Note the hewn ties and the lack of ballast.
(All photos, collection of Dr. S. R. Wood)

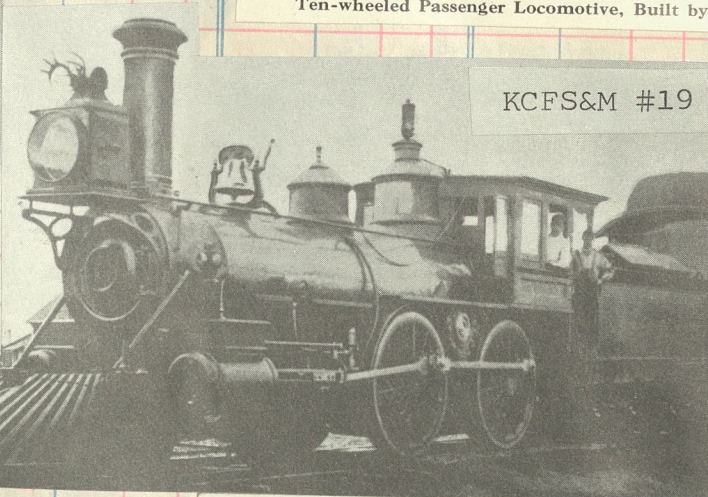


Ten-wheeled Passenger Locomotive, Built by The Baldwin Locomotive Works, 1887

Cylinders 19" x 24"
Drivers, diam. 58"
Steam pressure 130 lb.
Grate area 17 sq. ft.
Heating surface 1609 sq. ft.
Weight on drivers 71,300 lb.
" total engine 98,000 lb.
Tractive force 16,500 lb.

178-187
renoed 435
c/n 8756

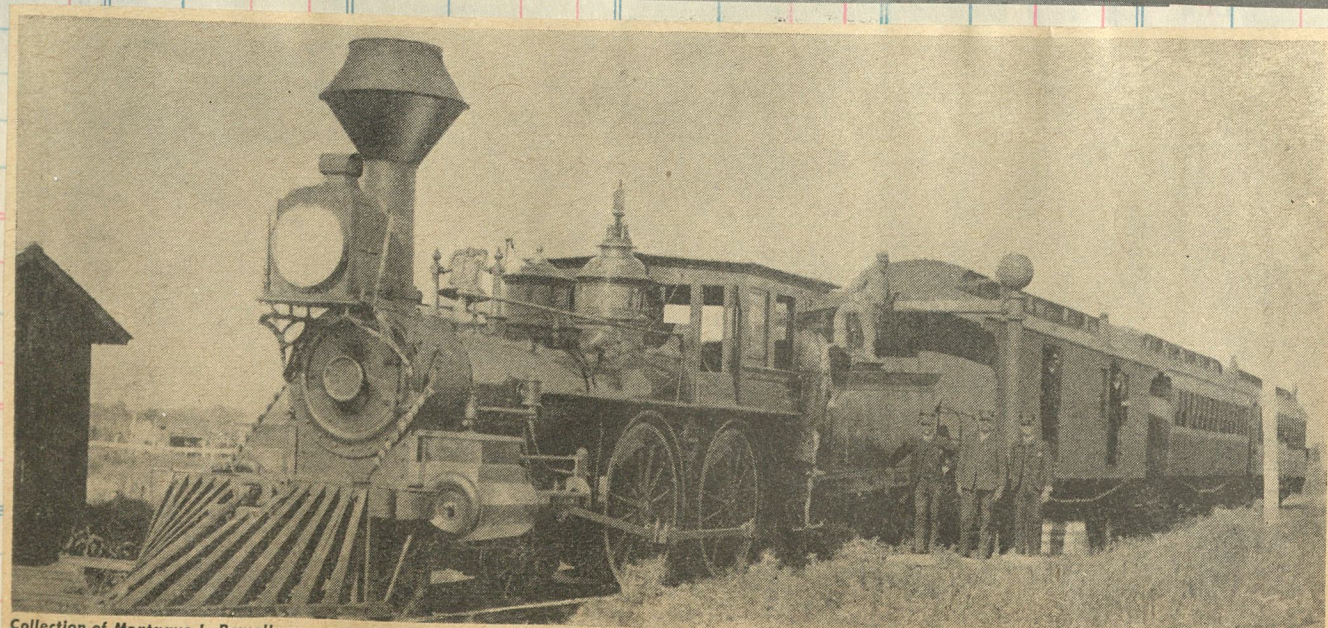
KCFS&M #19



KCFS&M #111 10 wheeler bilt by Pittsburgh 1893
111-114 c/n's 1481-1484
To SLSF #487

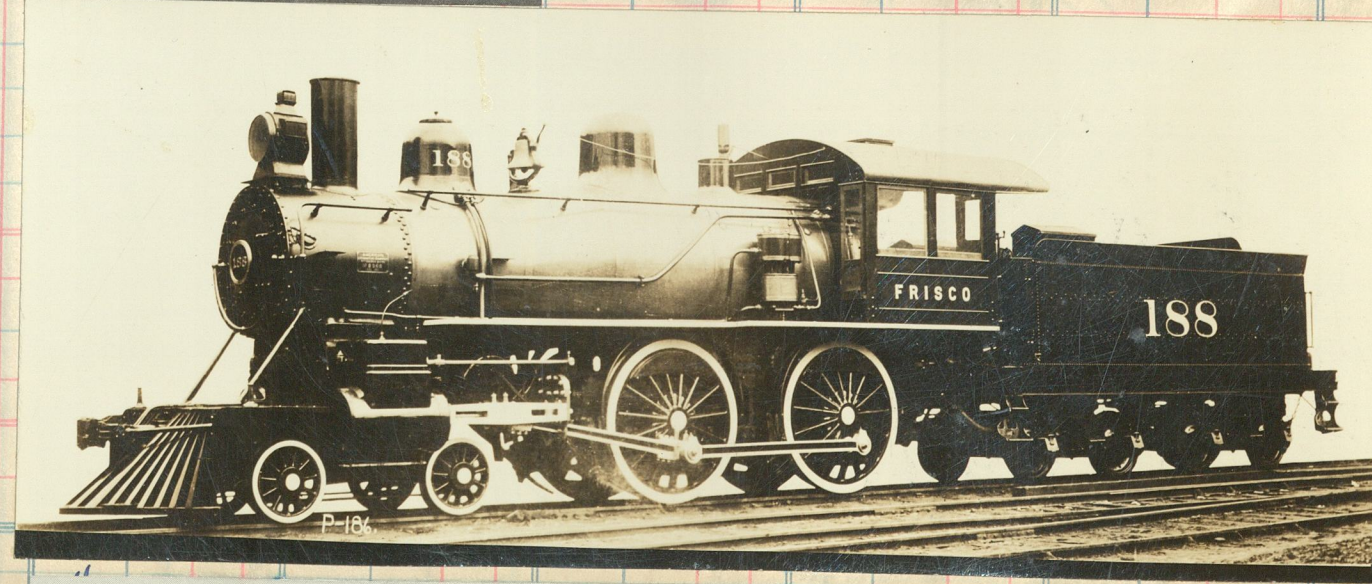


at Mtn Grove, Mo



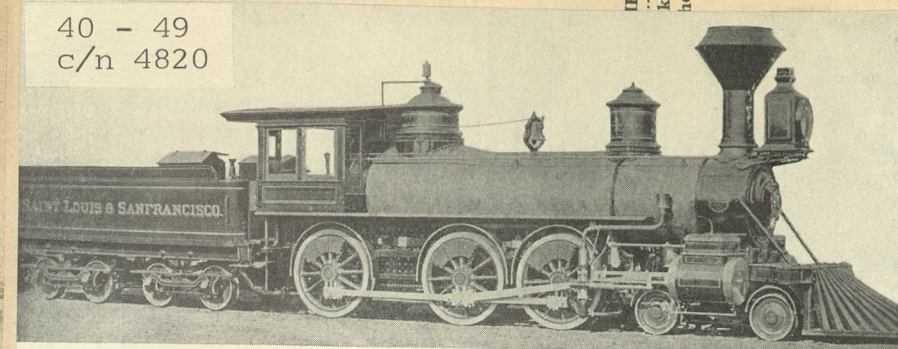
Collection of Montague L. Powell

DIAMOND-STACK ON THE PRAIRIE. Passenger train of old Kansas City, Fort Scott & Gulf (now Frisco), pulled by No. 37, stops at Parson, Kansas; date July 20, 1885.



An excellent example of the "American Standard", one of a pair ordered from Pittsburgh by the KCFS&M in 1901, c/n 2362.

40 - 49
c/n 4820



Ten-wheeled Locomotive, Built by The Baldwin Locomotive Works, October, 1879

Cyls 19x24, 2x 55 1/2" RP 130 TF 17,200 Wt 84,000

Jos. No. Sold Amount

109

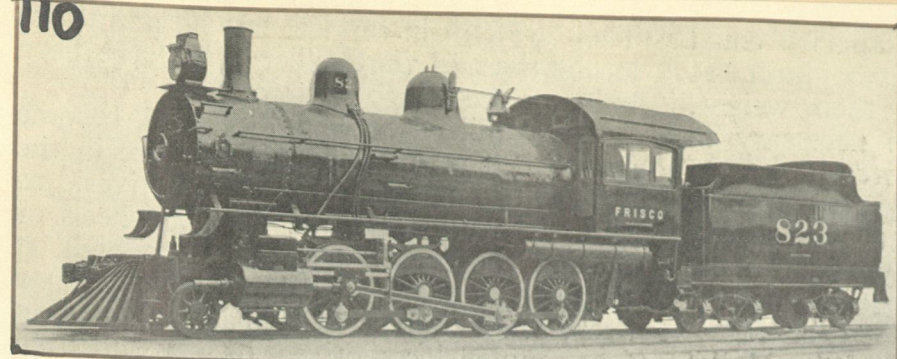


Photo furnished by American Locomotive Co.

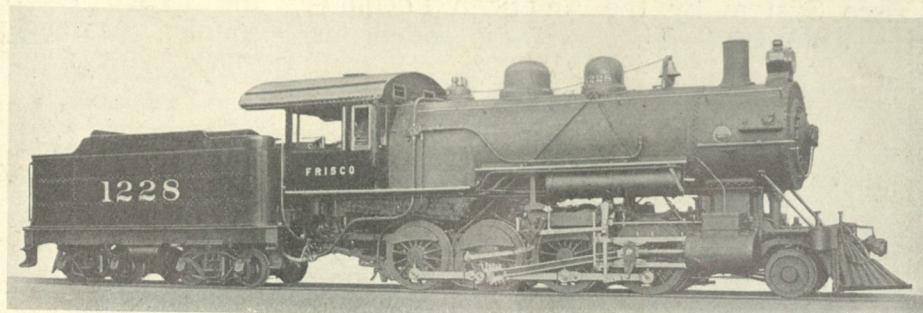
Cylinders 21" x 28"
Drivers, diam. 56"
Steam pressure 200 lb.
Grate area 30.2 sq. ft.
Heating surface 2352 sq. ft.
Weight on drivers 143,150 lb.
" total engine 160,300 lb.
Tractive force 37,500 lb.

819-828
c/n 25315

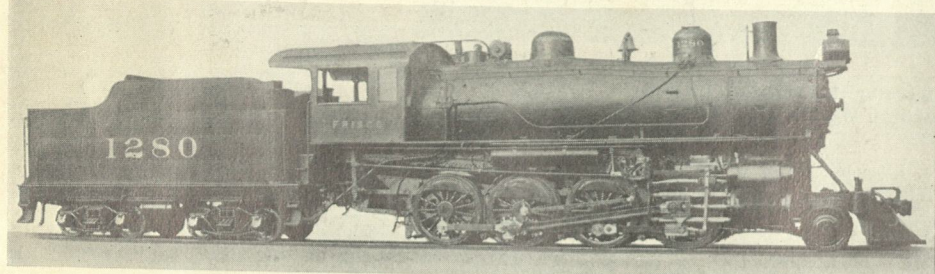
Consolidation Type, Built by the American Locomotive Company (Pittsburgh Works), 1902

Cylinders 22" x 30"
Drivers, diam. 57"
Steam pressure 200 lb.
Grate area 51 sq. ft.
Heating surface 3100 sq. ft.
Weight on drivers 181,750 lb.
" total engine 201,500 lb.
Tractive force 43,300 lb.

1200-1250
c/n 31961



Consolidation Type, Built by The Baldwin Locomotive Works, 1907



Consolidation Type, Built by The Baldwin Locomotive Works, 1910

Cylinders 23" x 30"
Drivers, diam. 63"
Steam pressure 185 lb.
Grate area 50 sq. ft.
Heating surface 2921 sq. ft.
Weight on drivers 187,300 lb.
" total engine 207,500 lb.
Tractive force 39,700 lb.

2nd 1280
1272-1280
c/n 34406

Cylinders 26" x 30"
Drivers, diam. 63"
Steam pressure 180 lb.
Grate area 50.3 sq. ft.
Water heating surface 2900 sq. ft.
Superheating surface 563 sq. ft.
Weight on drivers 211,000 lb.
" total engine 240,000 lb.
Tractive force 49,300 lb.

1306-1345 Last order 2-8-0's
c/n 51839

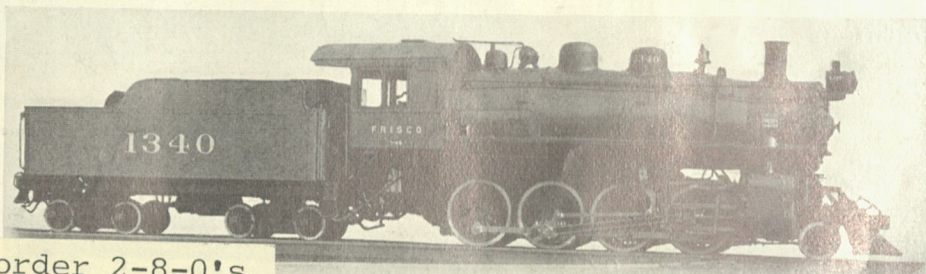
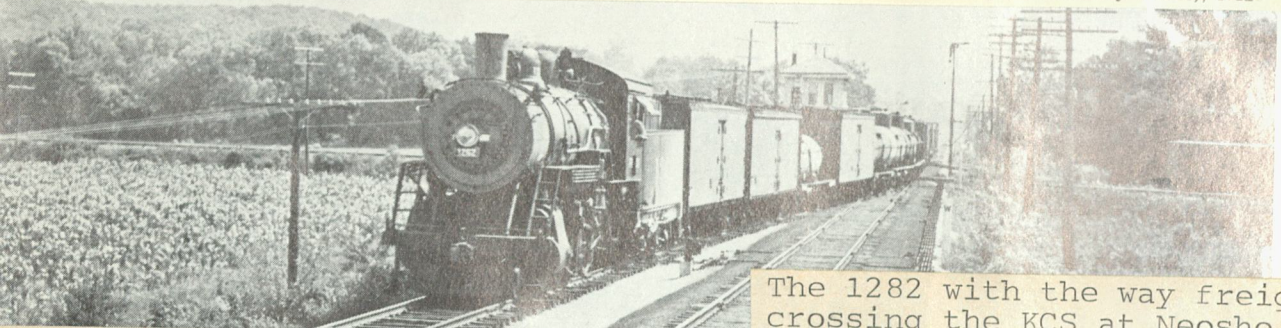


Photo furnished by American Locomotive Co.

Consolidation Type, Built by the American Locomotive Company (Schenectady Works), 1912



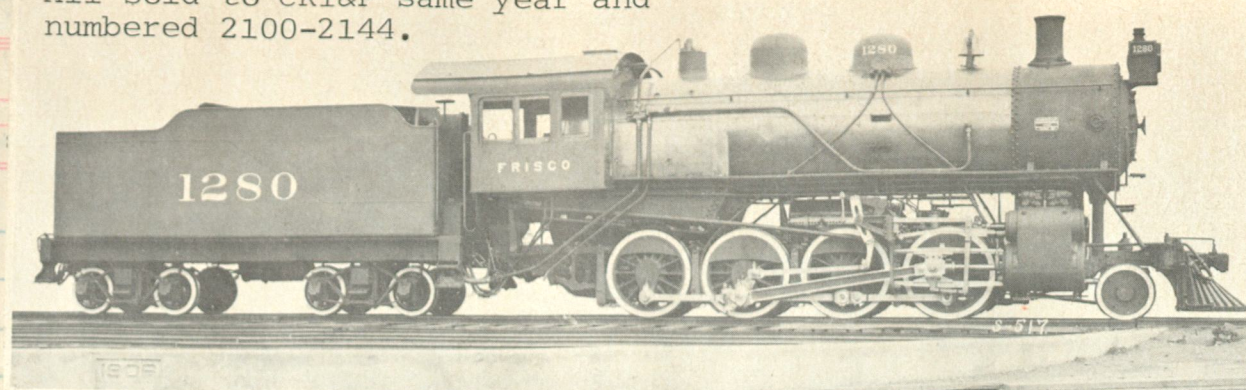
The 1282 with the way freight crossing the KCS at Neosho, Mo.

Consolidation #1294 was one of 22 delivered by Baldwin in 1910 [c/n 35382] shoves a cut of cars onto the MoP connection at Neodesha, Kans.

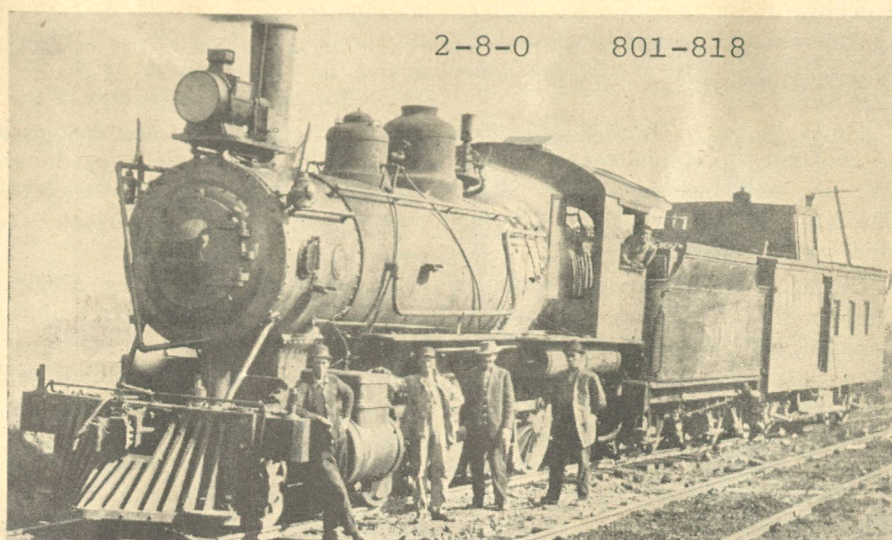


1st #1280, one of 45 constructed by Schen in 1907 (1251-1295) All sold to CRI&P same year and numbered 2100-2144.

Clos. No.



2-8-0 801-818

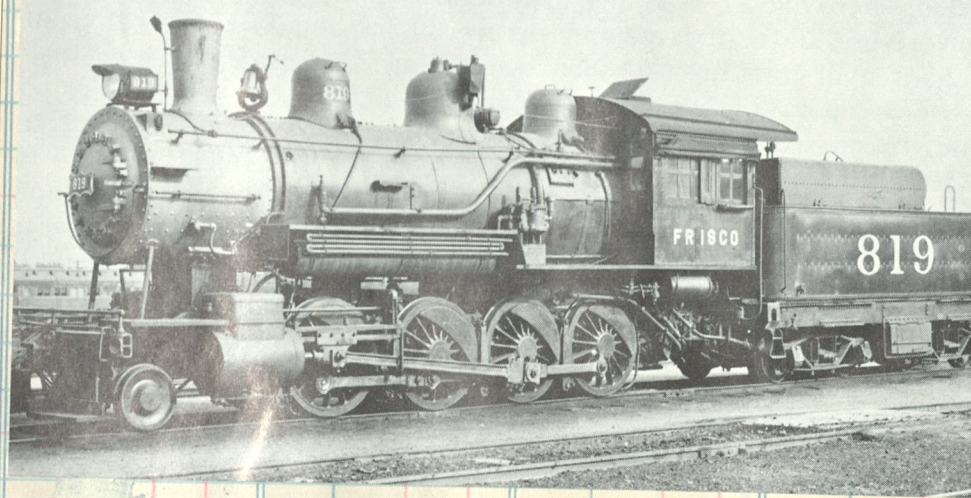


Ralph Graves

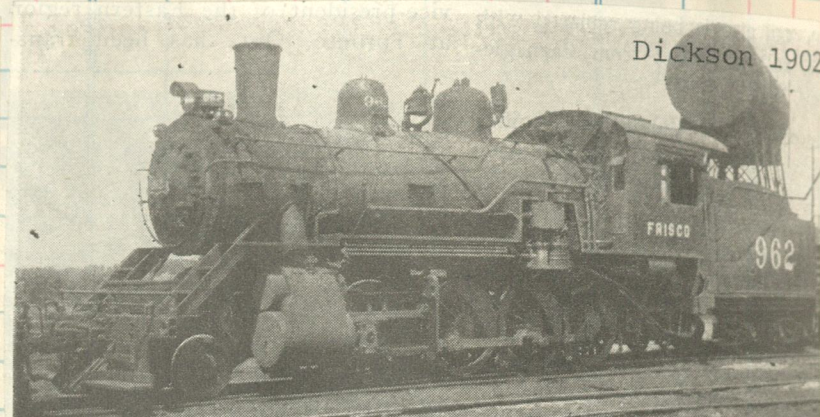
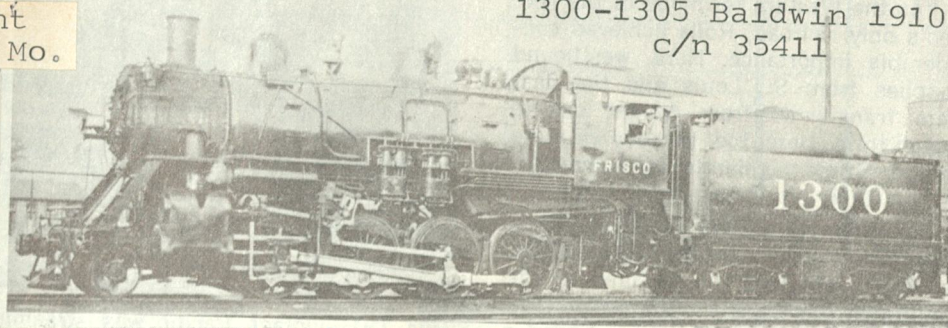
ST. LOUIS-SAN FRANCISCO ENGINE 809

This locomotive was built at the Dickson Works in 1900 and photographed at Pawnee, Okla., in 1911. Formerly it was numbered 509. Second man from left is Brother W. J. Potter, Div. 630, now running on the Western division of the Frisco.

c/n 25311

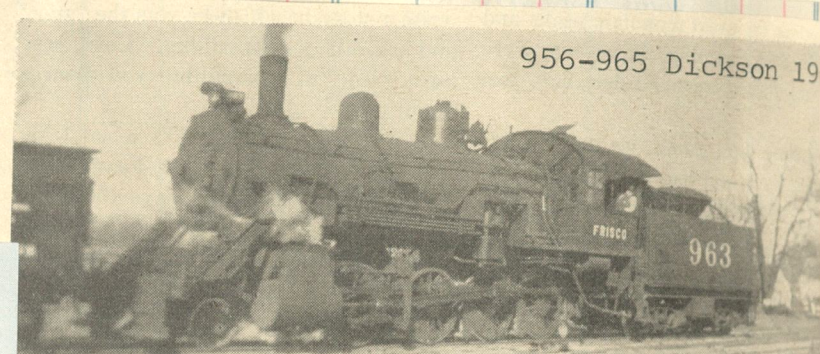


1300-1305 Baldwin 1910
c/n 35411



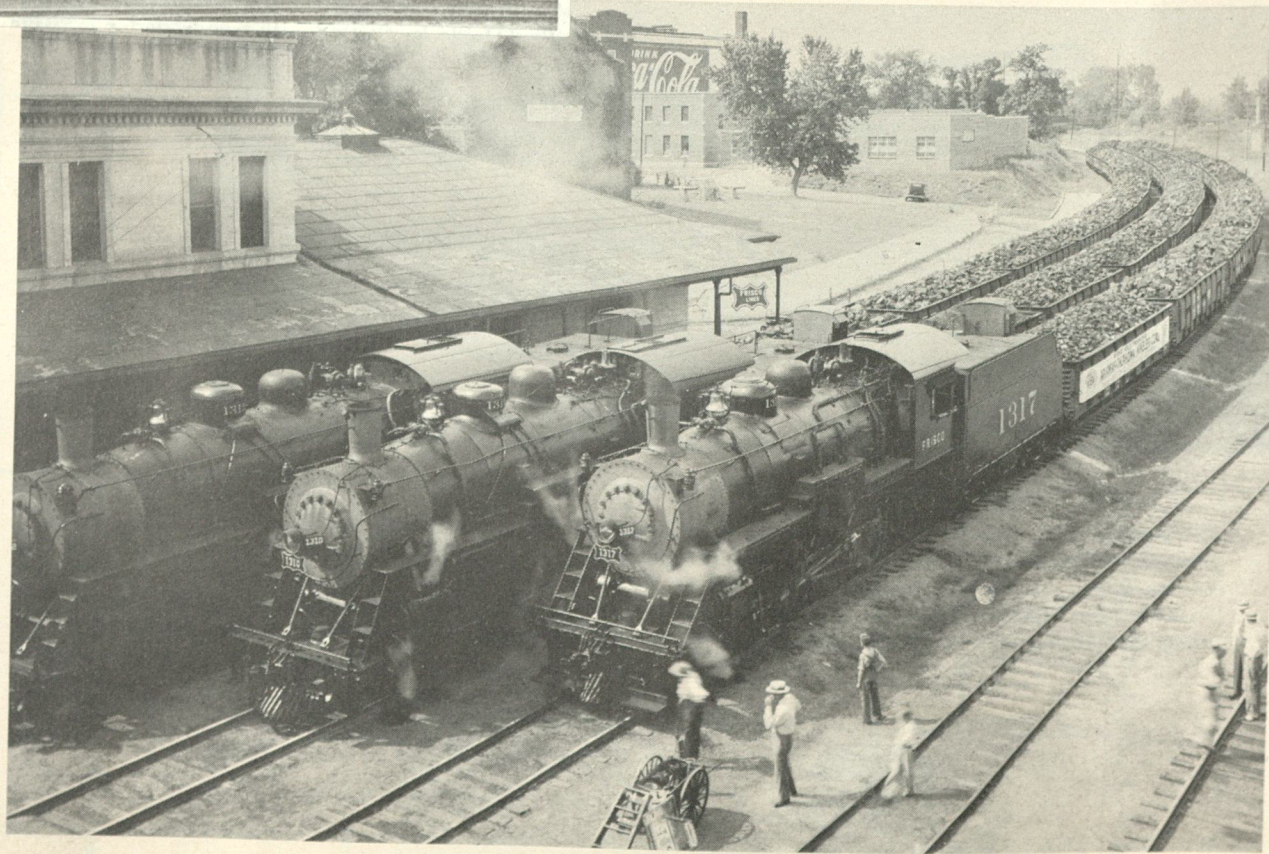
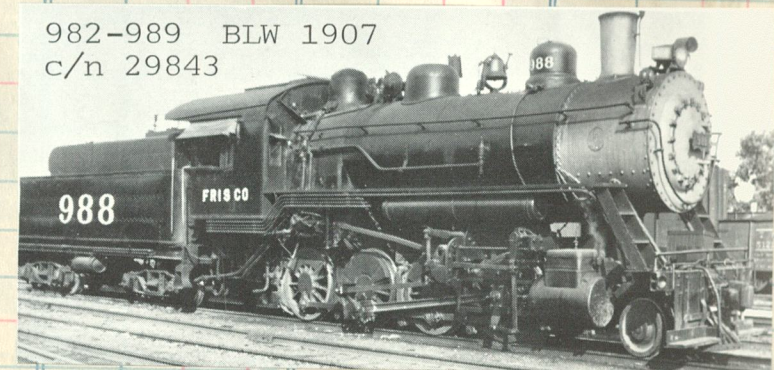
Dickson 19

FRISCO'S OLD ENGINE 962 AT SPRINGFIELD, MO.



956-965 Dickson 19

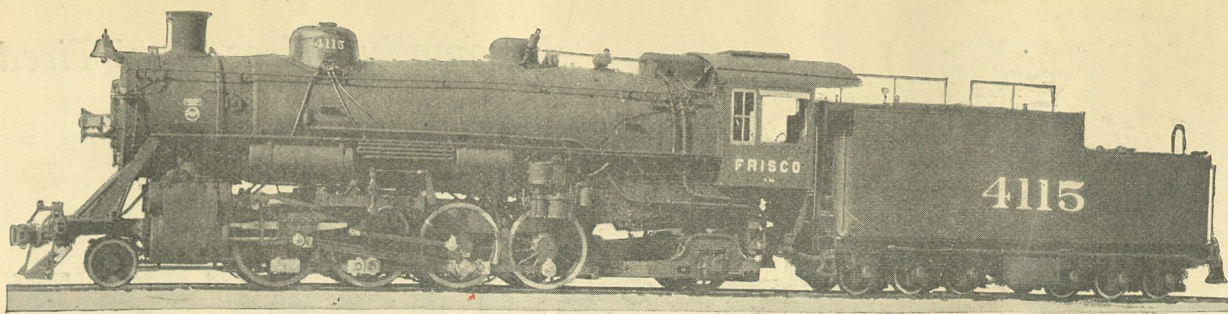
982-989 BLW 1907
c/n 29843



STEAM-POWERED unit coal trains ran way back in 1940 on Frisco. The road proposed a rate of \$2 per ton (vs. \$2.75 for single carloads) on coal moving out of Arkansas and Oklahoma to St. Louis, if the loadings totaled 2000 tons or more per movement and went from one shipper to one consignee. Twenty-two other coal roads yelled foul play and maintained that their own coal mines would demand unit trains too. The Interstate Commerce Commission approved Frisco's rate, however — hence this July 11, 1940, scene in Ft. Smith, Ark., as 1300-series 2-8-0's go unit.

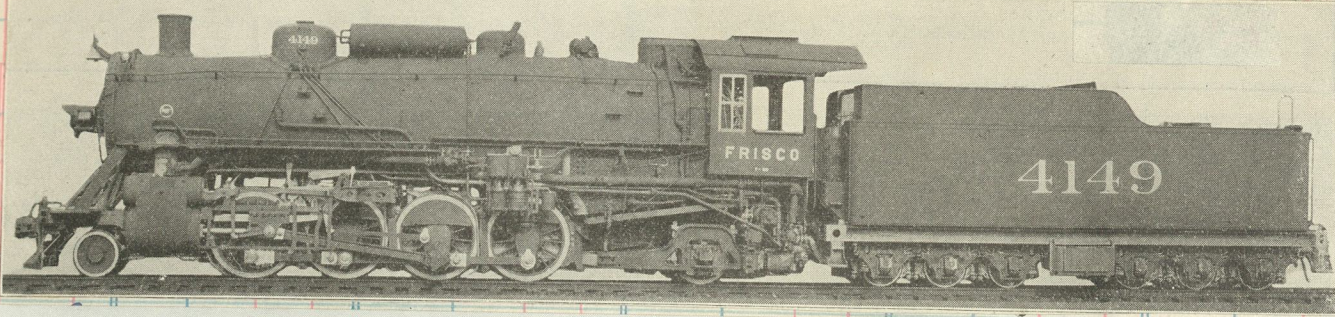
Class No. Sold Am

Amount



MIKADO TYPE FREIGHT LOCOMOTIVE FOR THE FRISCO
Cylinders, 27" x 32"
Driving wheels, diameter, 63"

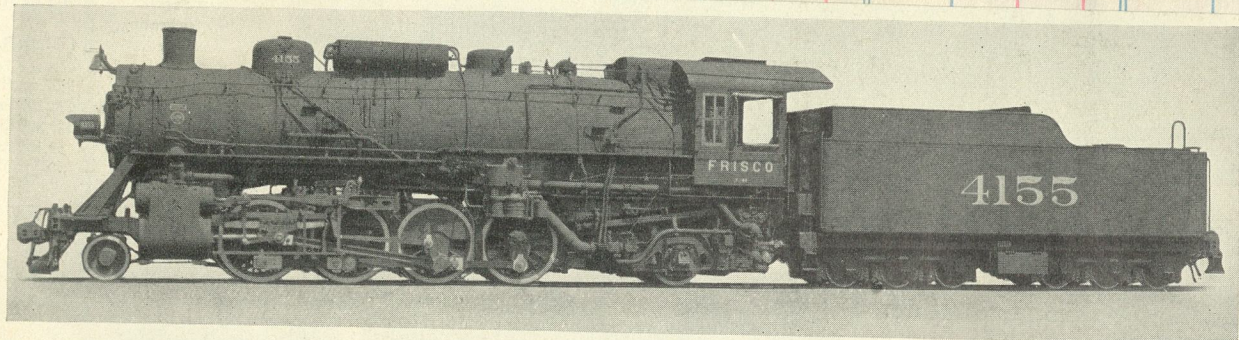
4100-4134
Baldwin 1923
c/n 56078



4135-4149

c/n 58600

Baldwin 1925



4150-4164

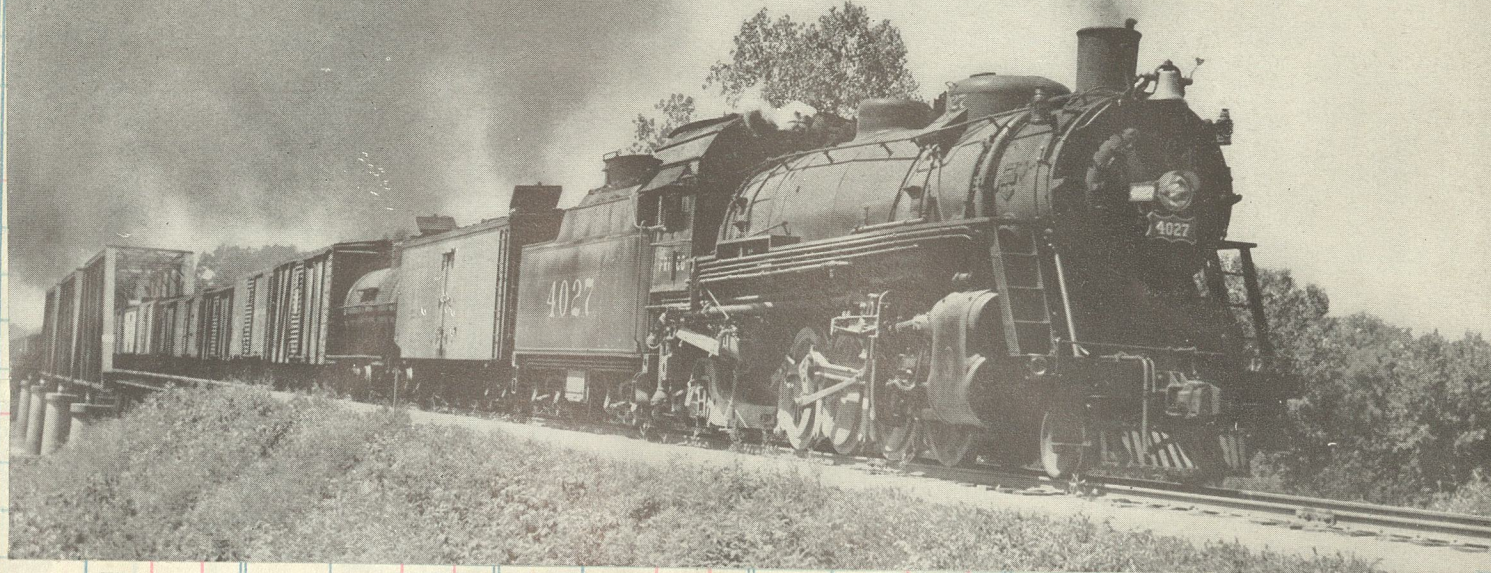
c/n 59146

Mikado Type Locomotive, Built by The Baldwin Locomotive Works, 1926

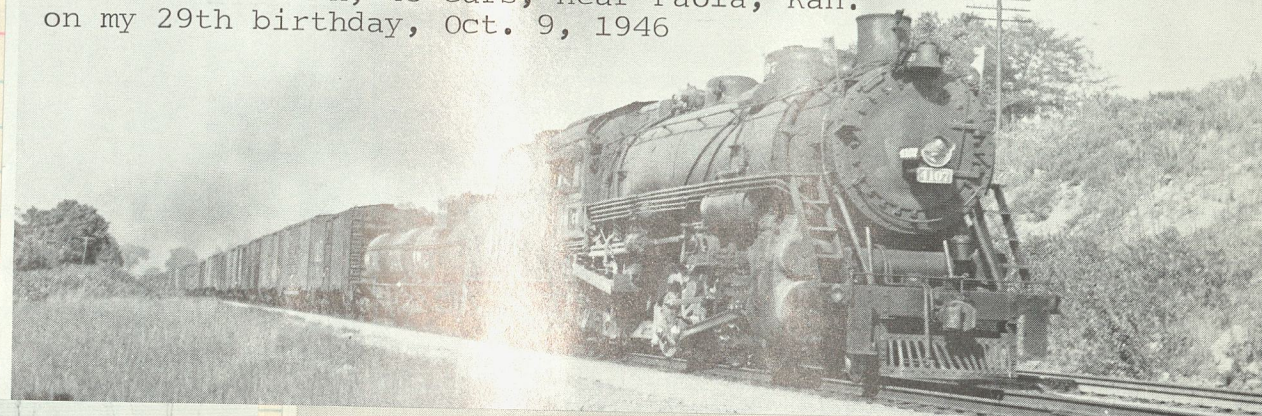
Cylinders	27" x 32"	Tubes, number	5 1/2", 48; 2 1/4", 214	Wheel base, total engine and tender	74' 2 1/4"	Tank capacity	11,700 U. S. gal.
Drivers, diam.	63"	" length	19' 0"	Weight on drivers	266,050 lb.	Fuel	17 tons
Boiler, diam.	86"	Grate area	70.3 sq. ft.	Weight, total engine	349,660 lb.	Tractive force, main cylinders	62,950 lb.
Steam pressure	200 lb.	Water heating surface	4073 sq. ft.	" " and tender	584,500 lb.	Tractive force with booster	74,150 lb.
Firebox	120 1/8" x 84 1/4"	Superheating surface	1126 sq. ft.				
Tubes, diam.	5 1/2" & 2 1/4"	Wheel base, driving	16' 9"				
		Wheel base, total engine	36' 11"				

One of thirty three light USRA Mikes rec'd second hand. The 4027, LIMA 1919 c/n 5852, was former PRR #20010.

111

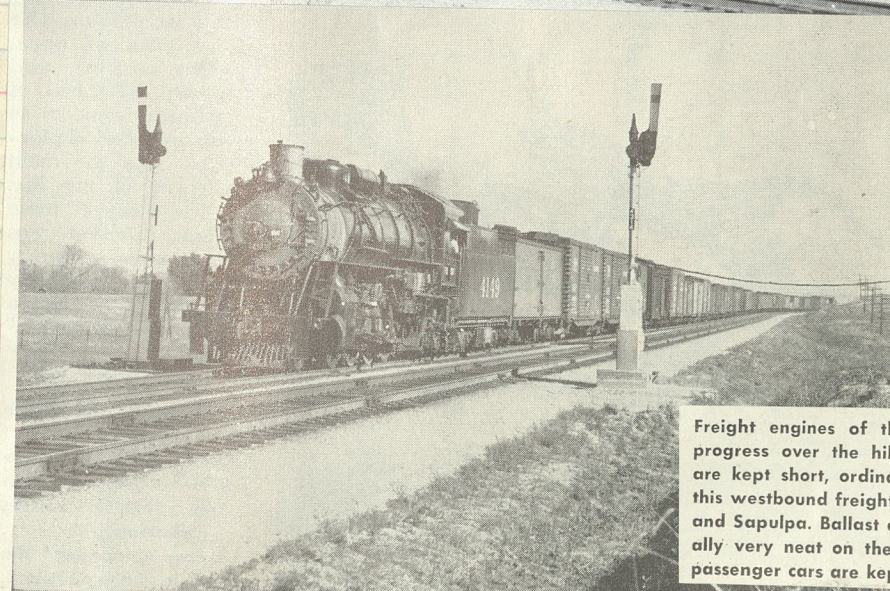


Extra 4107 south, 45 cars, near Paola, Kan. on my 29th birthday, Oct. 9, 1946



Frisco 4206 digs into Adamsville Hill, Birmingham-bound with an extra. The muscular 4200 series were the biggest of Mikados prior to the construction of the Great Northern's huge O-8 class.

Frank E. Ardrey, Jr. collection

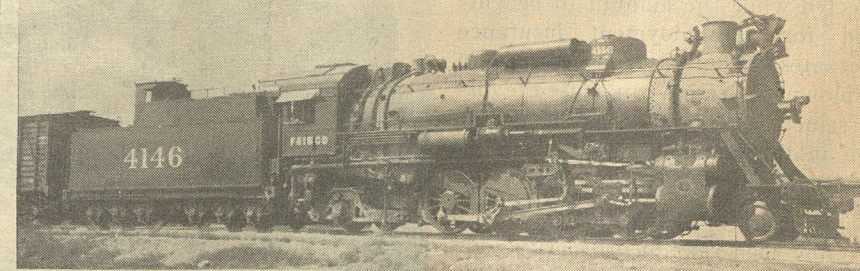


Freight engines of the 2-8-2 type make fast progress over the hilly terrain because trains are kept short, ordinarily about 40 cars as on this westbound freight pictured between Tulsa and Sapulpa. Ballast and right of way are usually very neat on the Frisco, and engines and passenger cars are kept clean and well painted.

4135-4149

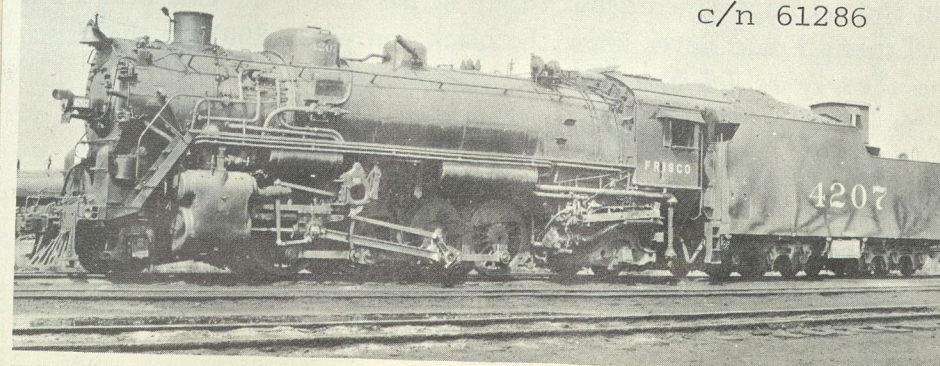
Baldwin 1925

c/n 58598

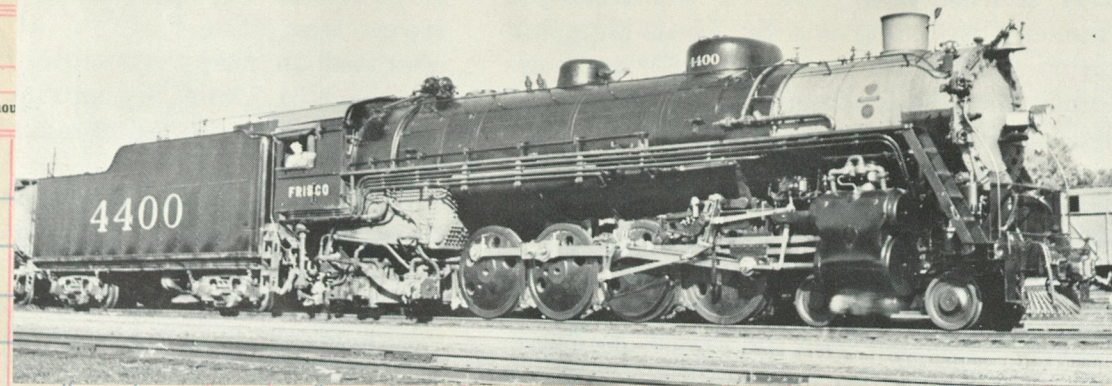
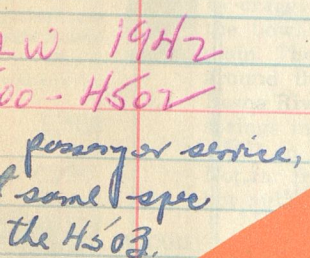


4200-4219

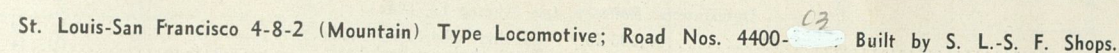
Baldwin 1930
c/n 61286



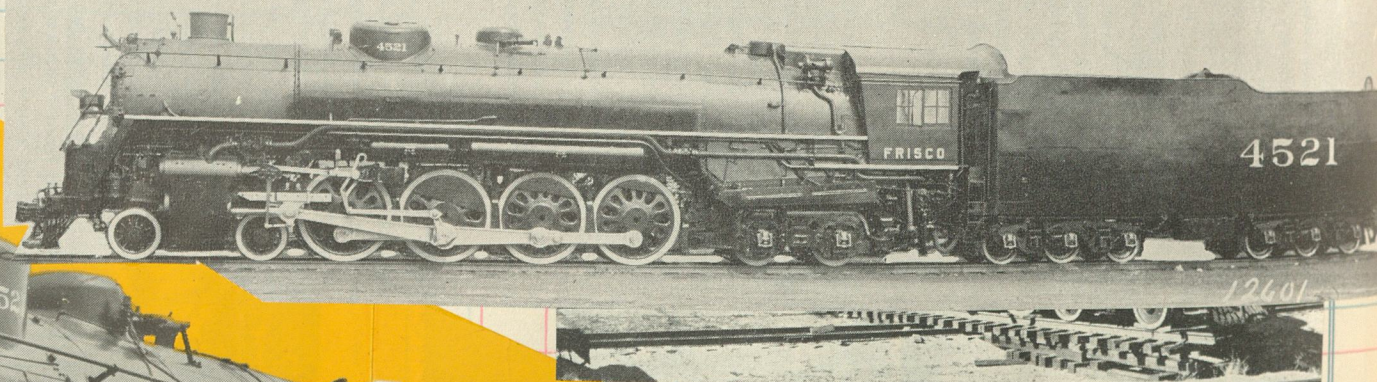
4400-4413 Springfield 1938
former 2-10-2 #42

[illegible]

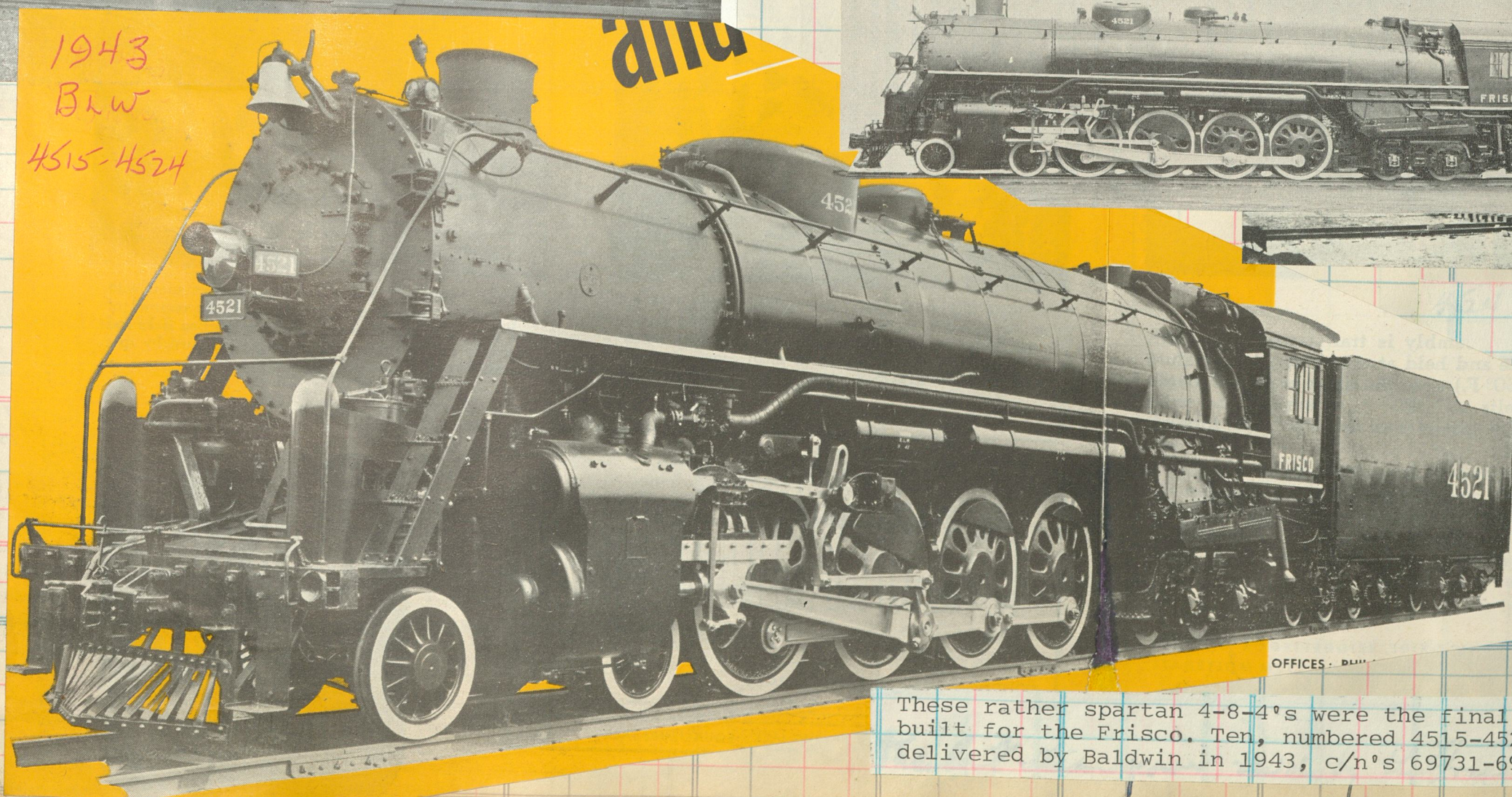
Road numbers of this series	4503-4514	Weight on leading truck, lbs.	79,900
Build	Baldwin, 1942	Weight on trailing truck, lbs.	103,970
Cylinders, diameter and stroke, in.	28 x 31	Weight on engine and tender, lbs.	803,800
Diameter of drivers, in.	74	Grate area, sq. ft.	88.3
Traction force, lbs.	71,200	Evaporative heating surface, sq. ft.	4766
Boiler pressure, lbs. per sq. in.	255	Superheater heating surface, sq. ft.	1530
Total weight of engine, lbs.	462,500	Tender capacity: Tons of coal	24
Weight on drivers, lbs.	279,630	Gallons of water	18,000



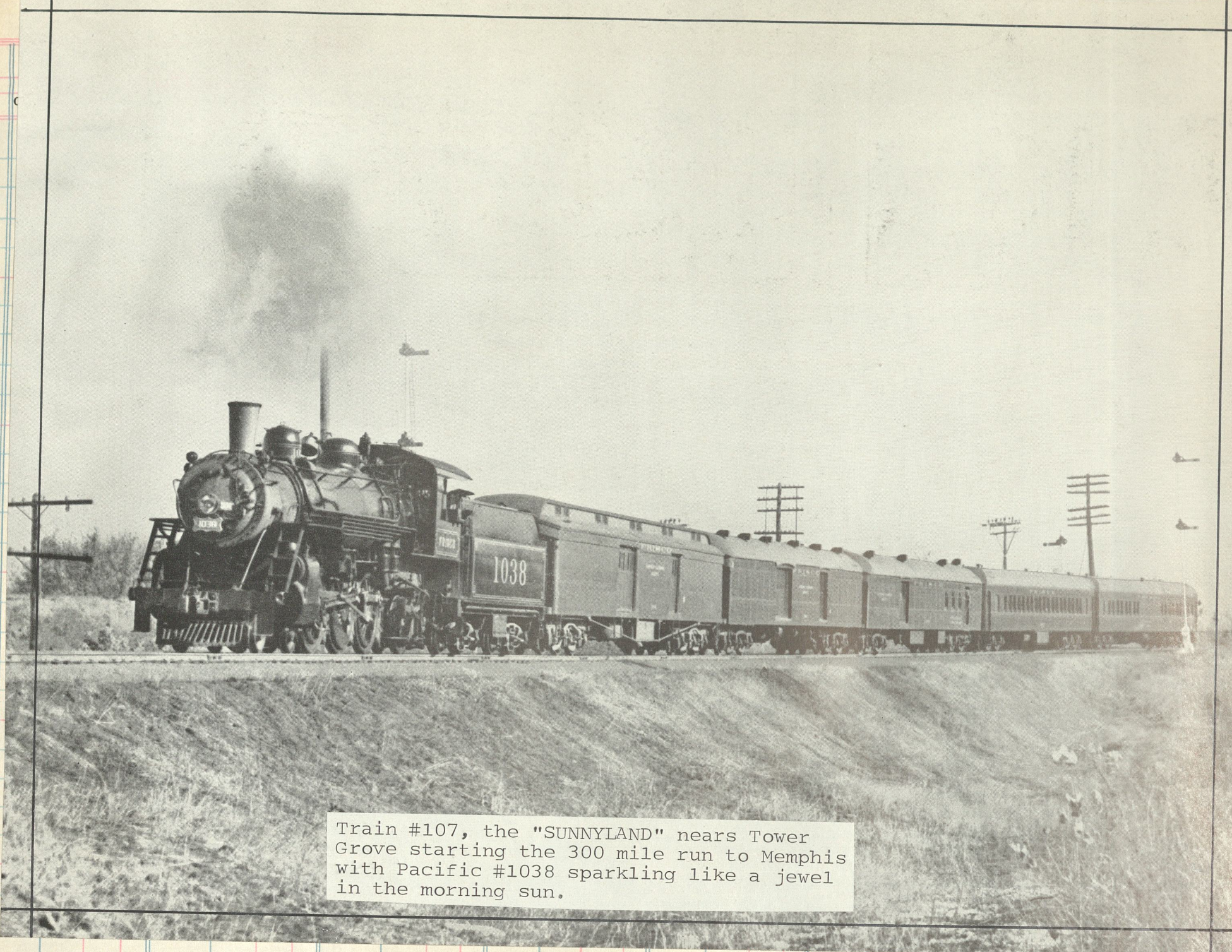
Traction force	68,600 lb.	Driving wheel base	18 ft. 3 in.
Cylinders, diameter and stroke	29 in. x 32 in.	Total engine wheel base	42 ft. 6 in.
Weight on drivers	70 in.	Fuel	205 lb.
Weight on front truck	75,180 lb.	Grease area	76.2 sq. ft.
Weight on trailing truck	65,070 lb.	Steam heating surface	210 lb.
Total weight of engine	419,200 lb.	Evaporative heating surface	410 + 4712 = 5122 sq. ft.
Weight of tender, loaded	255,890 lb.	Superheating surface (Coffin C-S)	1726 sq. ft.
		Tender capacity	14,000 gal. water; 5,000 gal. oil



"Less We Forget"



These rather spartan 4-8-4's were the final engines built for the Frisco. Ten, numbered 4515-4524, were delivered by Baldwin in 1943, c/n's 69731-69740.



Train #107, the "SUNNYLAND" nears Tower Grove starting the 300 mile run to Memphis with Pacific #1038 sparkling like a jewel in the morning sun.

ALL FRISCO TRAINS STOP AT TOWER GROVE STATION IN ST. LOUIS

A time-saving, money-saving location for passengers from and to many parts of the city. Lower taxi fares . . . street car and bus service direct or by transfer . . . Railroad tickets and Pullman reservations . . . Baggage checked.

Out-bound patrons may drive right down the ramp to within a few feet of the ticket office entrance . . . adequate protection in inclement weather for those arriving or departing in automobiles or taxicabs.

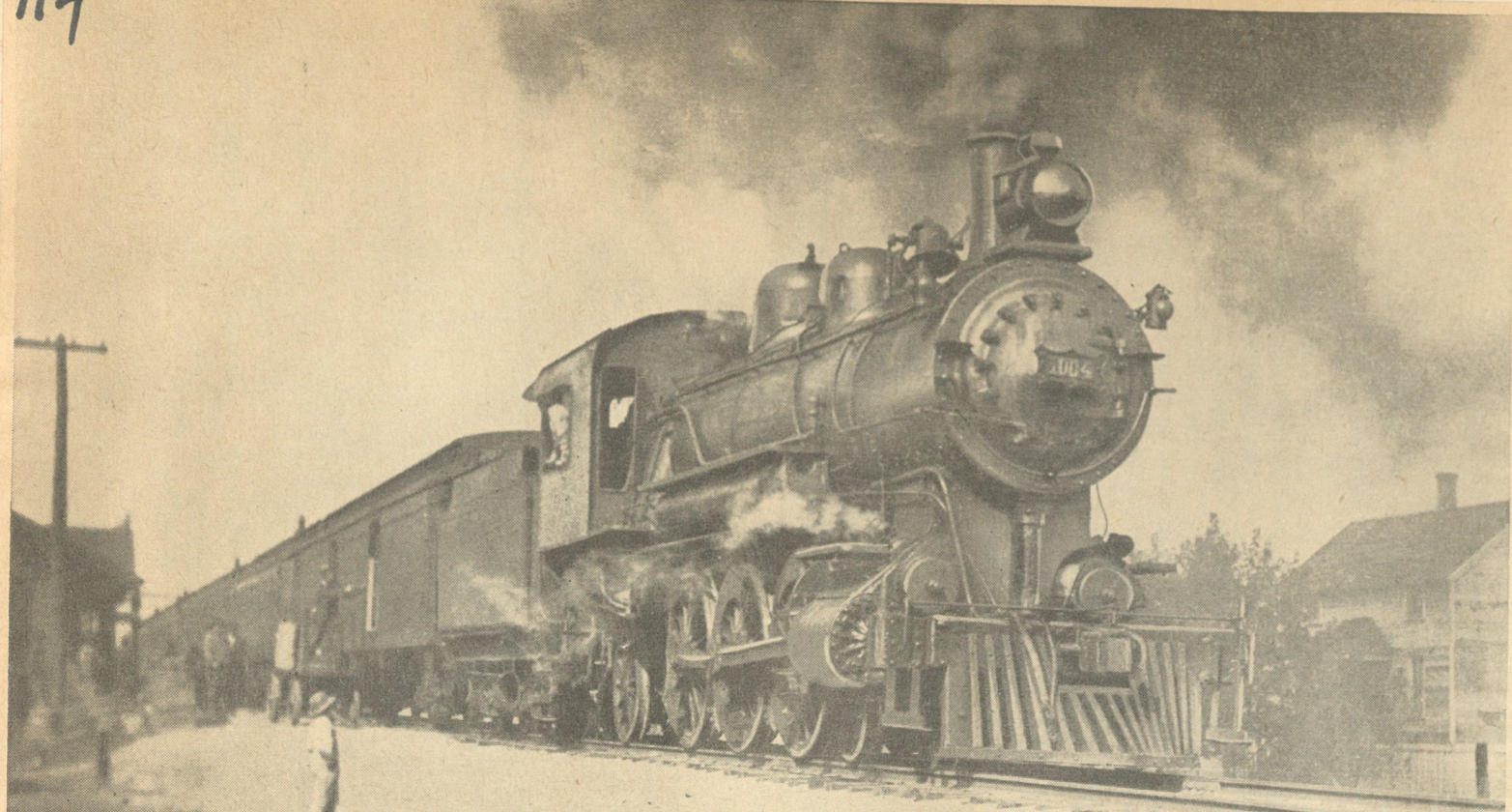
Vandeventer and Tower Grove Avenues
Phone—Chestnut 7800 . . . ST. LOUIS, MO.

THE SUNNYLAND

807-107	SEE TABLE 21	108-808	Air-Conditioned Coaches: ("Snack" car providing meal service) Between St. Louis and Memphis
8:55AM Lv. St. Louis Ar		3:45PM Lv. Memphis Ar	Air-Conditioned Sleeping Cars: Between Memphis and Birmingham (12-Seo. D. R.)
5:00PM Ar. Memphis Lv		7:45AM Lv. Memphis Ar	Eastbound cars may be occupied at Memphis at 9:30 p.m.; west-
11:00PM Lv. Memphis Ar		6:50AM Lv. Birmingham Lv	bound passengers may remain in cars at Memphis until 8:00 a.m.
7:00AM Ar. Birmingham Lv			
223 207		208-108	Air-Conditioned Frisco Sleeping Car: Between Memphis and Pensacola; may be occupied at Memphis until 8:00 a.m.
6:20PM Lv. Memphis Ar		6:50AM Lv. Memphis Ar	Air-Conditioned Coaches: Between Memphis and Birmingham Between Memphis and Pensacola (Free Pillows)
7:30AM Ar. Pensacola Lv		5:00PM Ar. Memphis Lv	

Displaying colors, a section of Trn #38, the Texas Live Stock, climbs the Kirkwood hill behind a Springfield 4-8-2 # 4309



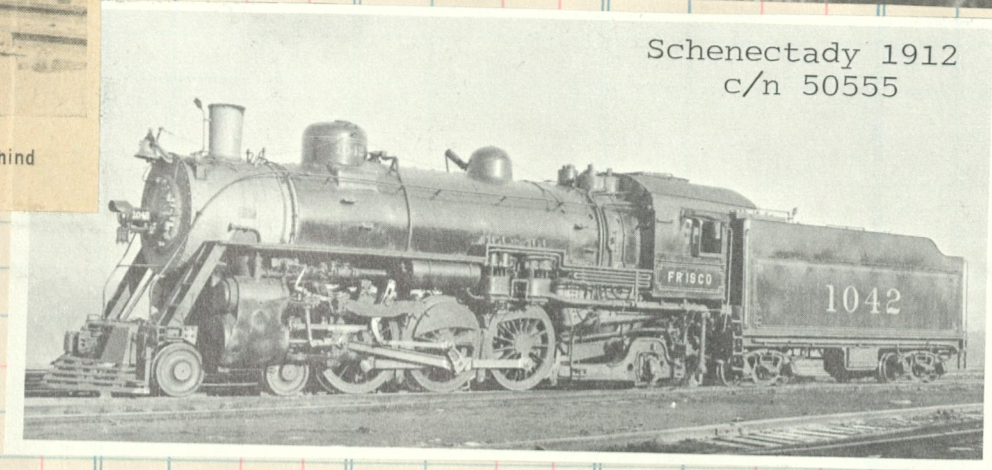


The 1004, one of the initial Pacifics on the Frisco. Ten were delivered by Brooks in 1904 noed 1000-1009, c/n's 28690-28699
Charles H. Kiefner, Houston, Texas
ATMOSPHERE, MISSOURI. One of Charley Kiefner's splendid prints had the St. Louis-Memphis southbound local loading at Menfro in 1904 behind impatient Pacific 1004



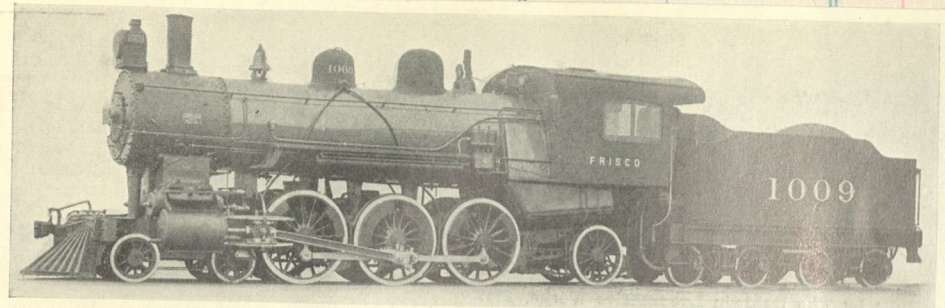
MUCH that was fine on the Frisco for photographers — manicured track, semaphores, simple attractiveness of steam design — is in evidence here as 1910 Baldwin Pacific 1019 steps out of Cabool, Mo., on October 18, 1949, with No. 108, the Sunnysland. The daytime train complemented the overnight Kansas City-Florida Special on this portion of the Birmingham-Springfield (Mo.) run.

c/n 34158



Schenectady 1912
c/n 50555

FRISCO FAST FREIGHT came rampaging out of Oklahoma City as Extra 1060 East on a bright morning in the Third. All journal boxes under its hotshot consist were carefully inspected and oiled just prior to departure so that the speedy Baldwin Pacific on the head end could run as fast as law allowed. Such tactics served to hold and recover high tariff merchandise lading which was vulnerable to truck



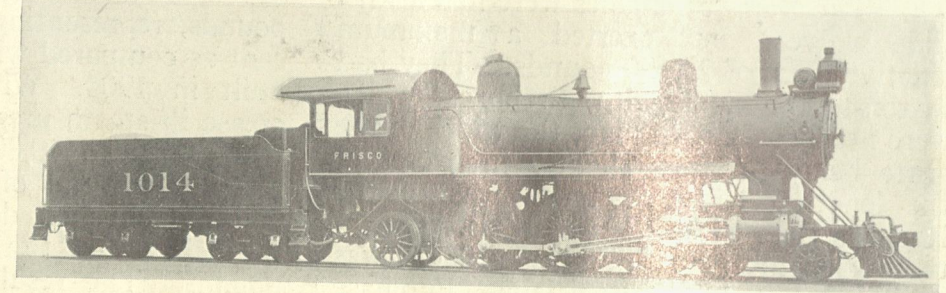
Cylinders 20" x 26"
Drivers, diam. 69"
Steam pressure 200 lb.
Grate area 42.9 sq. ft.
Heating surface 2931 sq. ft.
Weight on drivers 124,000 lb.
" total engine 190,000 lb.
Tractive force 25,600 lb.

1000-1009
c/n 28699

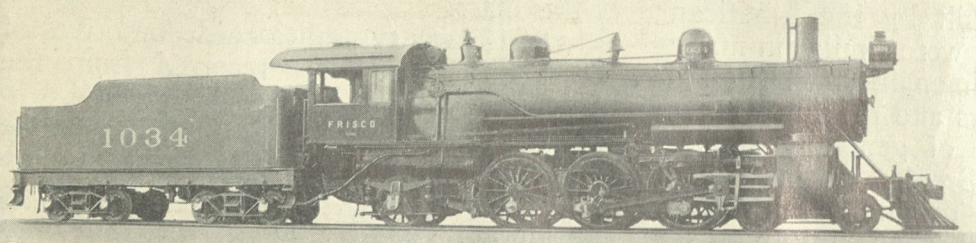
Built by American Locomotive Company (Brooks Works), 1904

Cylinders 20" x 26"
Drivers, diam. 69"
Steam pressure 200 lb.
Grate area 43.3 sq. ft.
Heating surface 2863 sq. ft.
Weight on drivers 114,900 lb.
" total engine 191,000 lb.
Tractive force 25,600 lb.

1010-1014
c/n 23903



Built by The Baldwin Locomotive Works, 1904



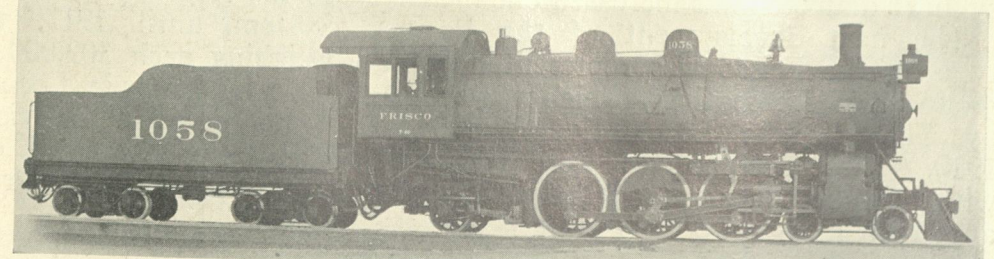
Cylinders 26" x 28"
Drivers, diam. 69"
Steam pressure 160 lb.
Grate area 51 sq. ft.
Water heating surface 2852 sq. ft.
Superheating surface 590 sq. ft.
Weight on drivers 134,900 lb.
" total engine 220,650 lb.
Tractive force 37,500 lb.

1015-1039
c/n 34328

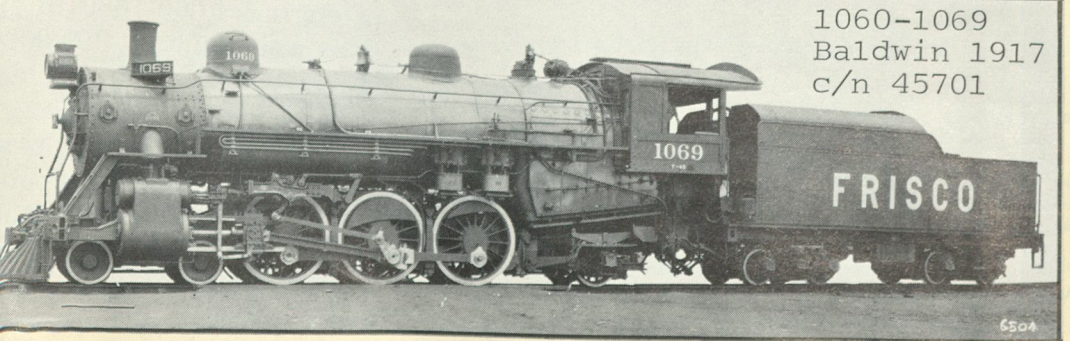
Built by The Baldwin Locomotive Works, 1910

Cylinders 26" x 28"
Drivers, diam. 69"
Steam pressure 175 lb.
Grate area 50.9 sq. ft.
Water heating surface 3676 sq. ft.
Superheating surface 759 sq. ft.
Weight on drivers 158,000 lb.
" total engine 260,500 lb.
Tractive force 40,800 lb.

1040-1059
c/n 50571



Built by the American Locomotive Company (Schenectady Works), 1912



1060-1069
Baldwin 1917
c/n 45701

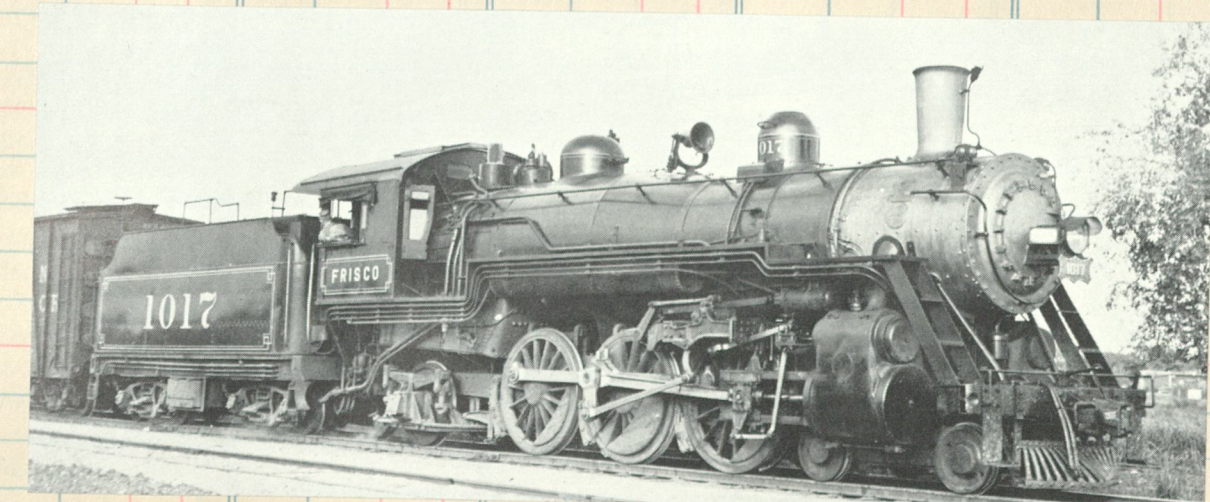
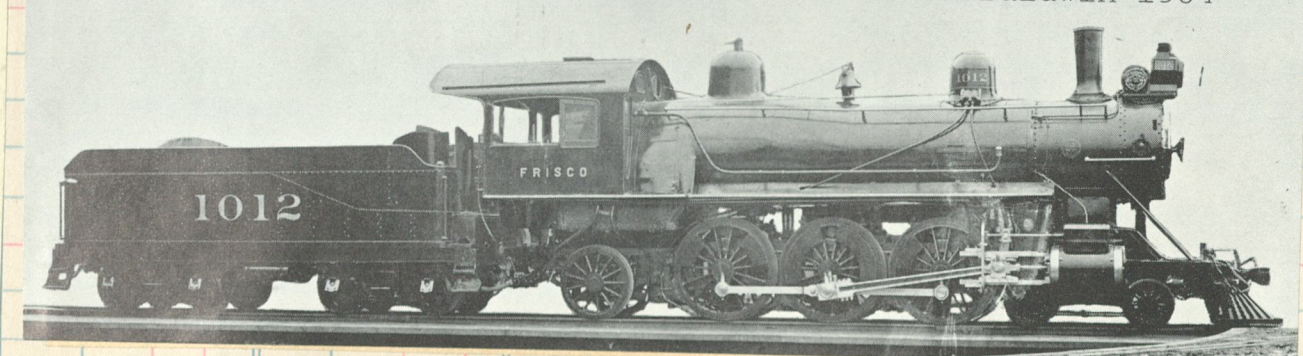
Pacific Type Locomotives Built for the Frisco, 1904-1917



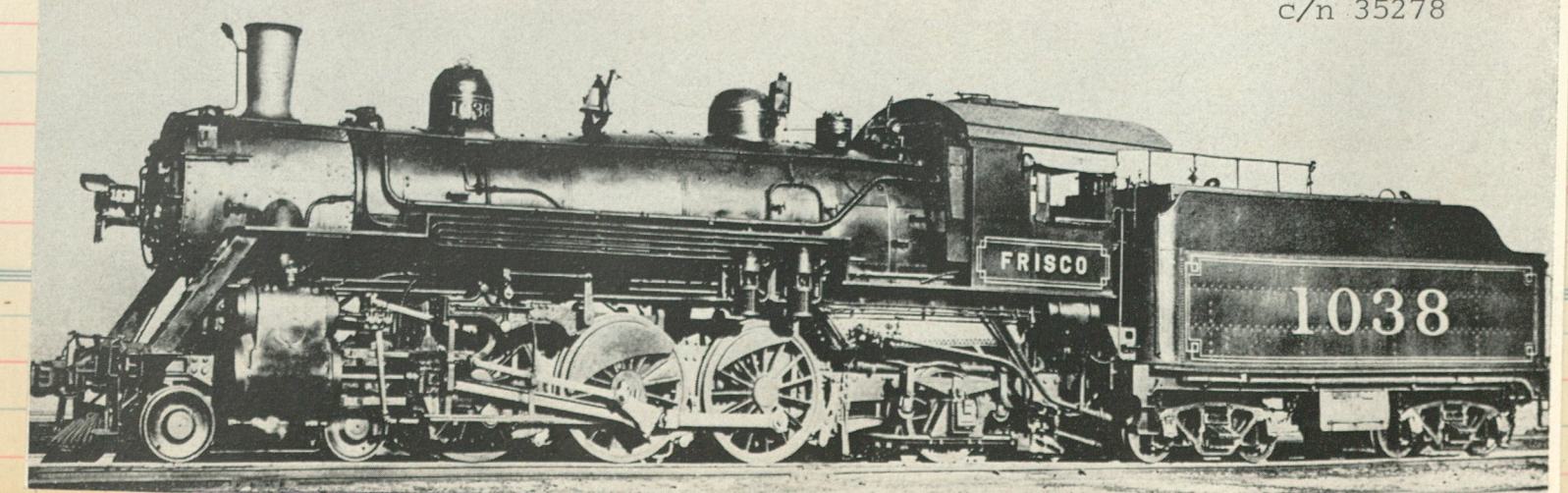
1010-1014

c/n 23752

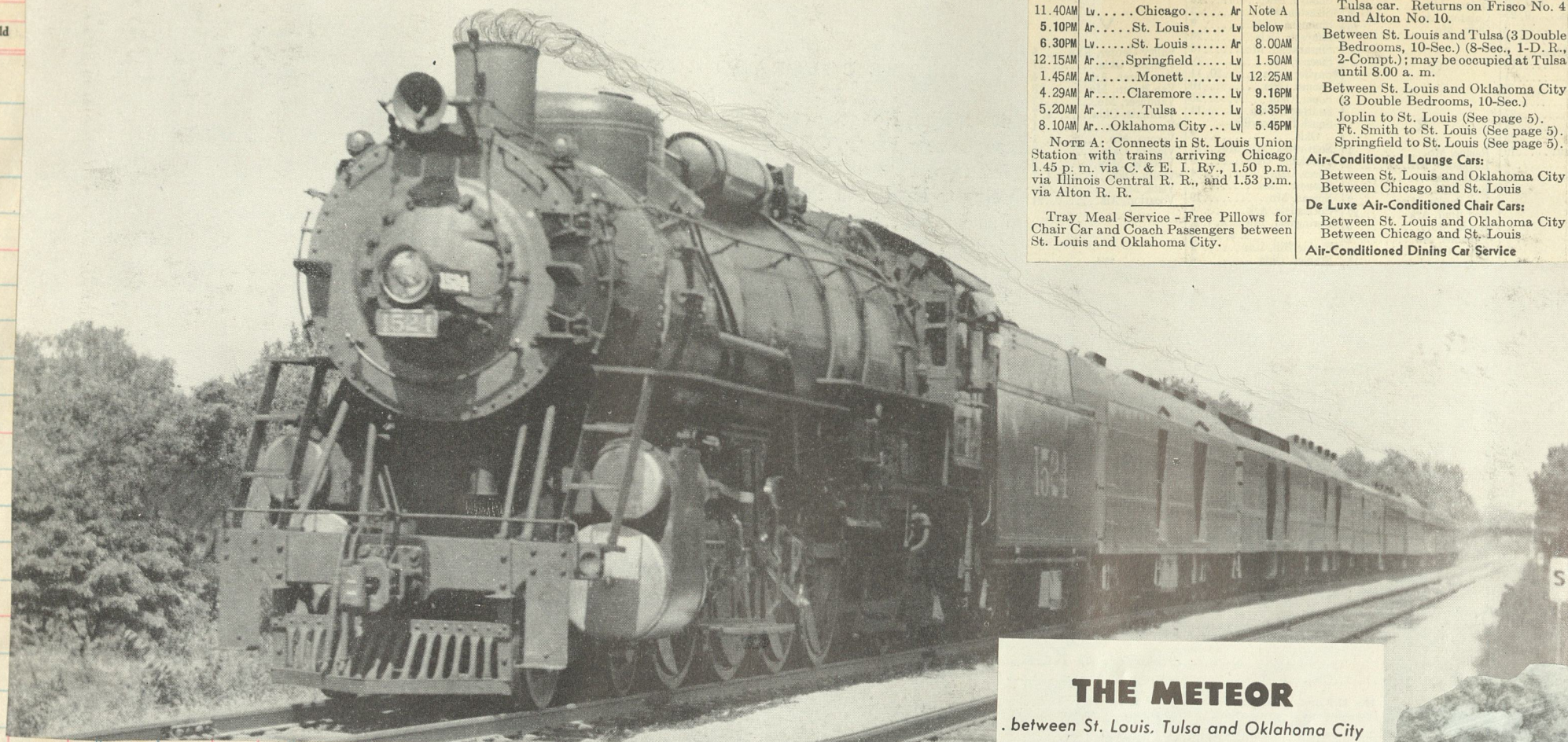
Baldwin 1904



One of the twenty five Pacifics (1015-1039) constructed by Baldwin in 1910
c/n 35278

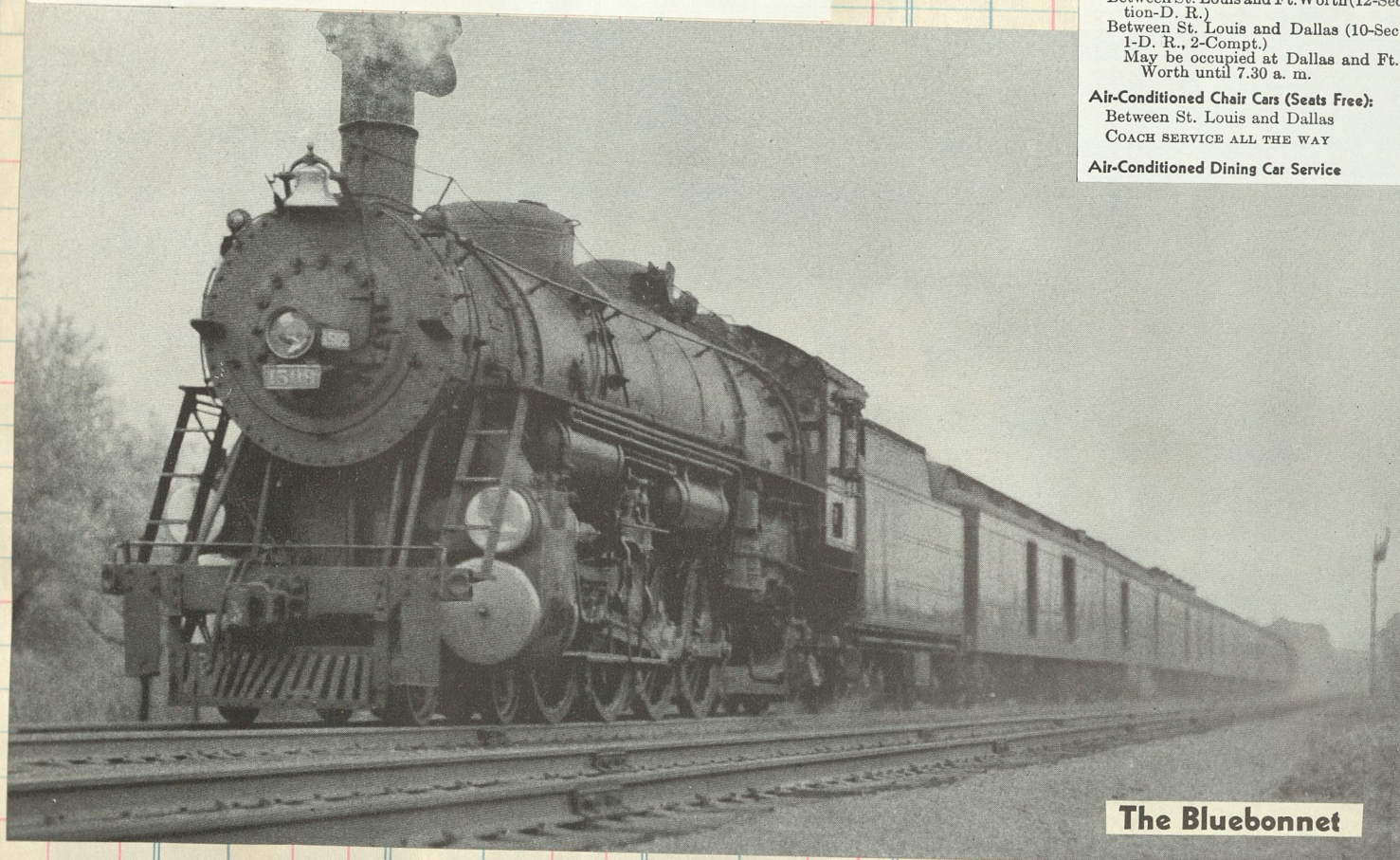


Cos. No. Sold

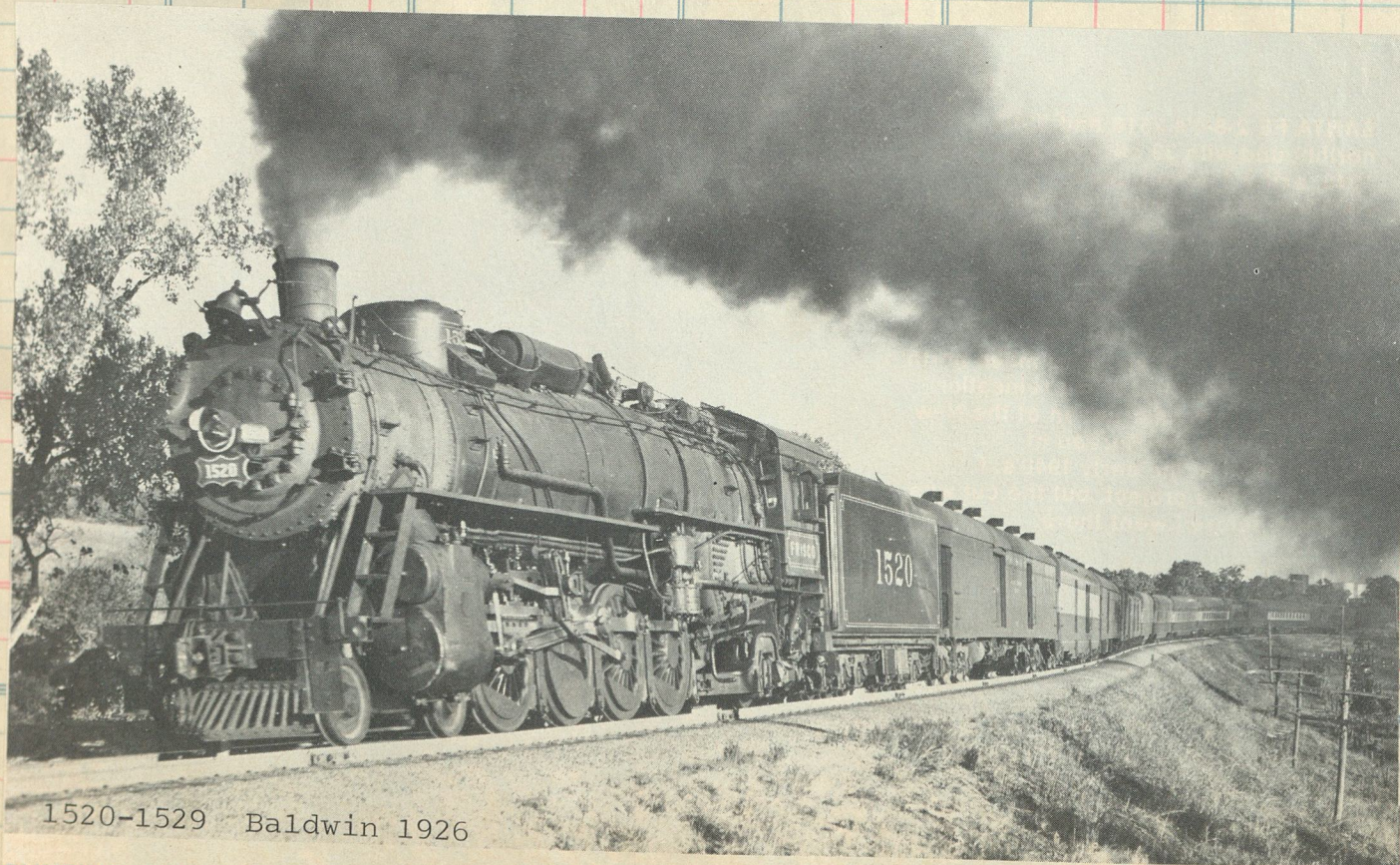


THE METEOR
between St. Louis, Tulsa and Oklahoma City

The 1509 gets under way with Trn #7 after picking up some Texas passengers at Webster Grove.



The Bluebonnet



1520-1529 Baldwin 1926

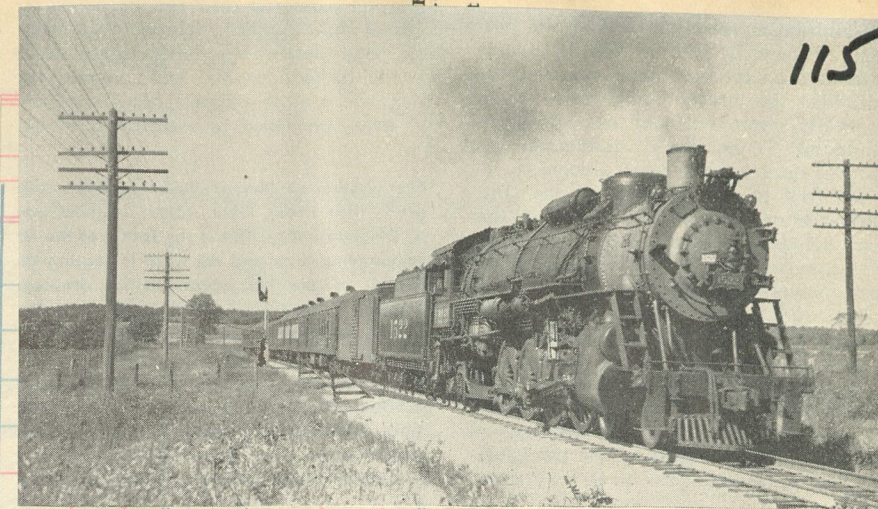
CLIMBING the 1 per cent from Deep Fork, 20 miles out of Oklahoma City on its overnight run from St. Louis, comes Frisco No. 9, the Meteor, on October 12, 1946.

c/n 59132

METEOR

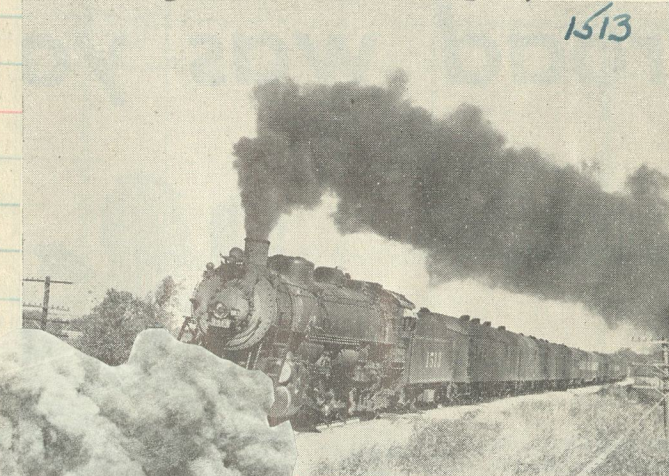
9	SEE TABLE 1	10
Alton No. 1	See	
11.40AM Lv. Chicago	Note A	
5.10PM Ar. St. Louis	below	
6.30PM Lv. St. Louis	8.00AM	
12.15AM Ar. Springfield	1.50AM	
1.45AM Ar. Monett	12.25AM	
4.29AM Ar. Claremore	9.16PM	
5.20AM Ar. Tulsa	8.35PM	
8.10AM Ar. Oklahoma City	5.45PM	
Note A: Connects in St. Louis Union Station with trains arriving Chicago 1.45 p. m. via C. & E. I. Ry., 1.50 p. m. via Illinois Central R. R., and 1.53 p. m. via Alton R. R.		
Tray Meal Service - Free Pillows for Chair Car and Coach Passengers between St. Louis and Oklahoma City.		

Air-Conditioned Sleeping Cars:
Chicago to Oklahoma City via St. Louis and Alton R. R. No. 1 (10-Sec., 1-D. R., 2-Compt.). Provides car-to-car change after leaving St. Louis to Tulsa car. Returns on Frisco No. 4 and Alton No. 10.
Between St. Louis and Tulsa (3 Double Bedrooms, 10-Sec.) (8-Sec., 1-D. R., 2-Compt.); may be occupied at Tulsa until 8.00 a. m.
Between St. Louis and Oklahoma City (3 Double Bedrooms, 10-Sec.)
Joplin to St. Louis (See page 5).
Ft. Smith to St. Louis (See page 5).
Springfield to St. Louis (See page 5).
Air-Conditioned Lounge Cars:
Between St. Louis and Oklahoma City
Between Chicago and St. Louis
De Luxe Air-Conditioned Chair Cars:
Between St. Louis and Oklahoma City
Between Chicago and St. Louis
Air-Conditioned Dining Car Service

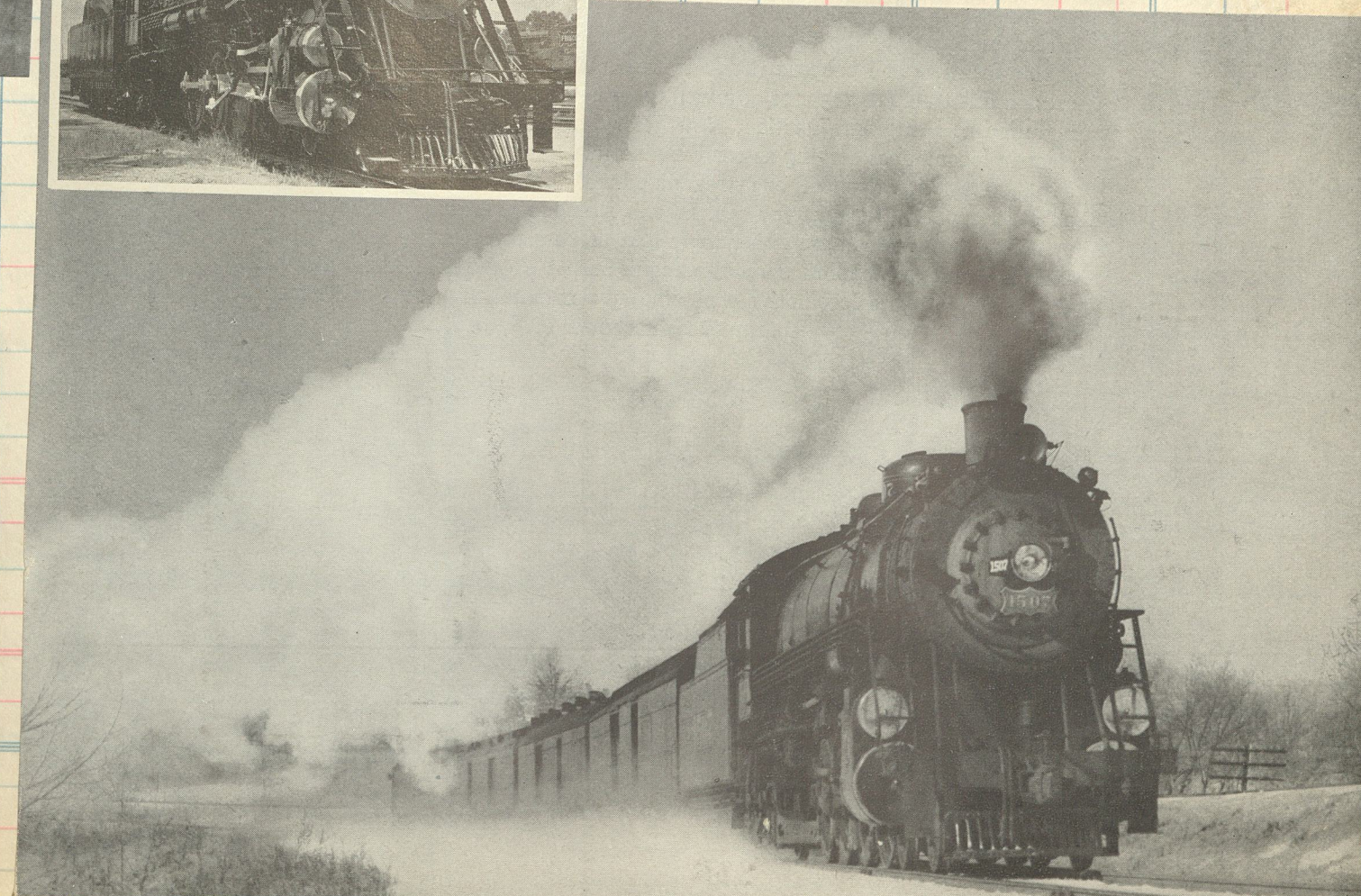
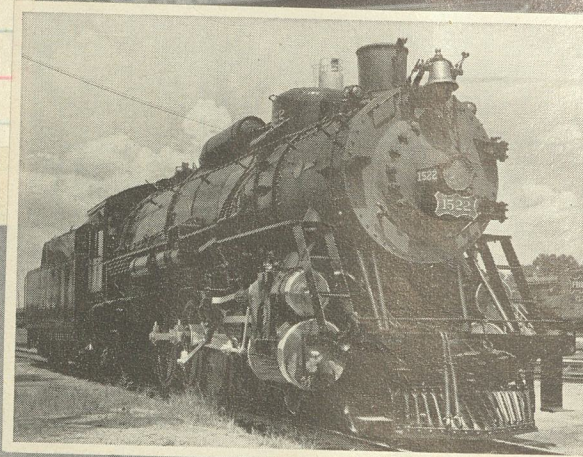


Will Rogers" west of Depew, Okla.

1513



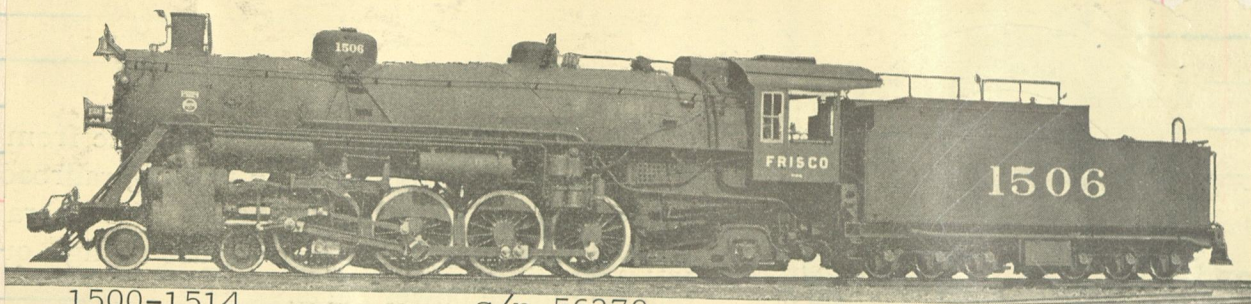
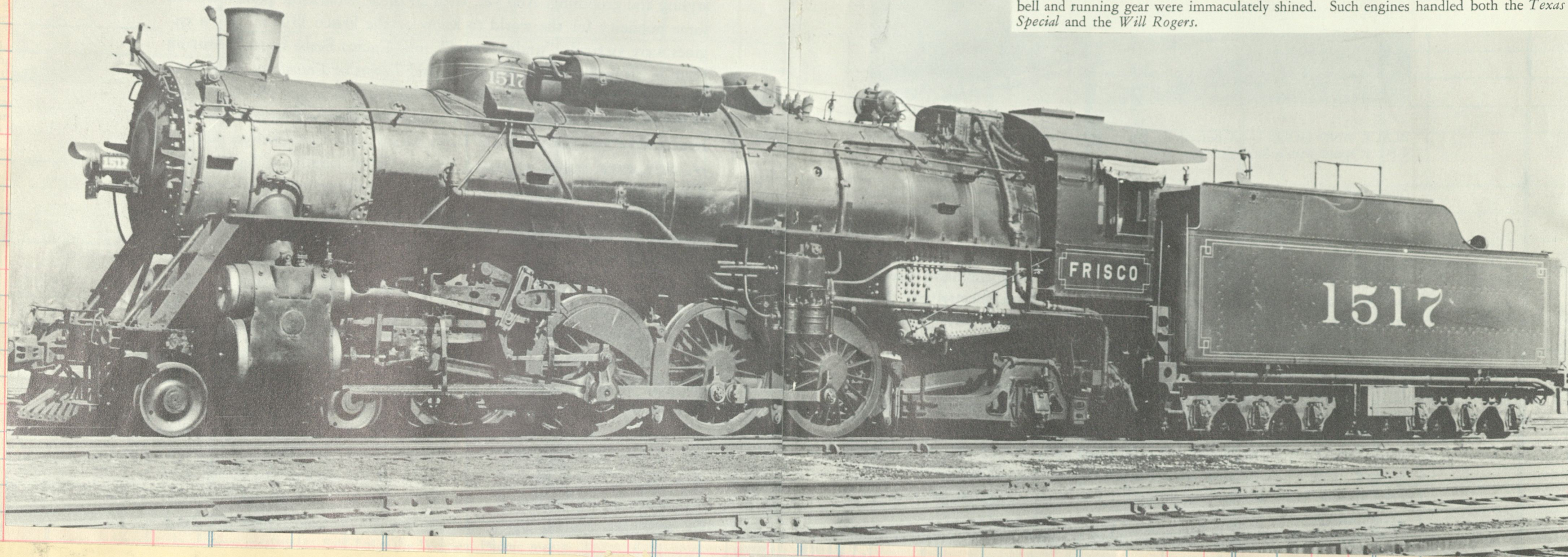
1526
METEOR
WEBSTER GROVE



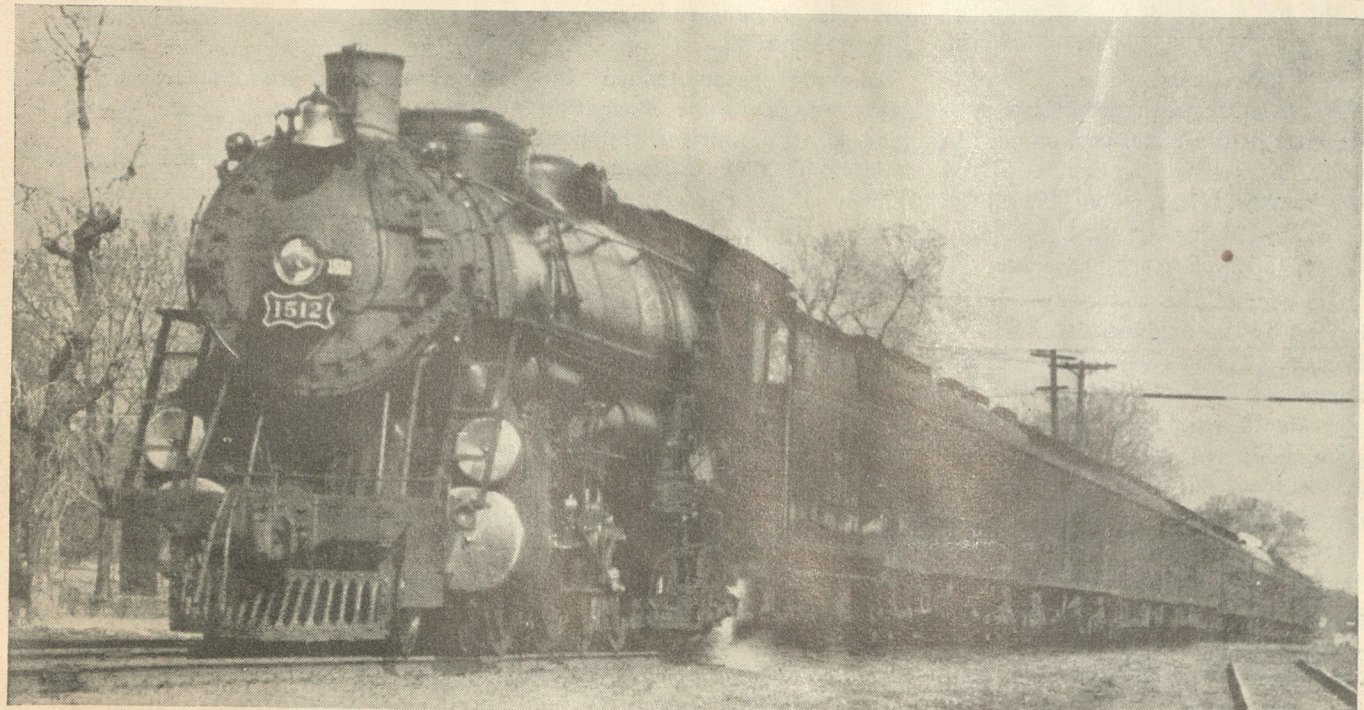
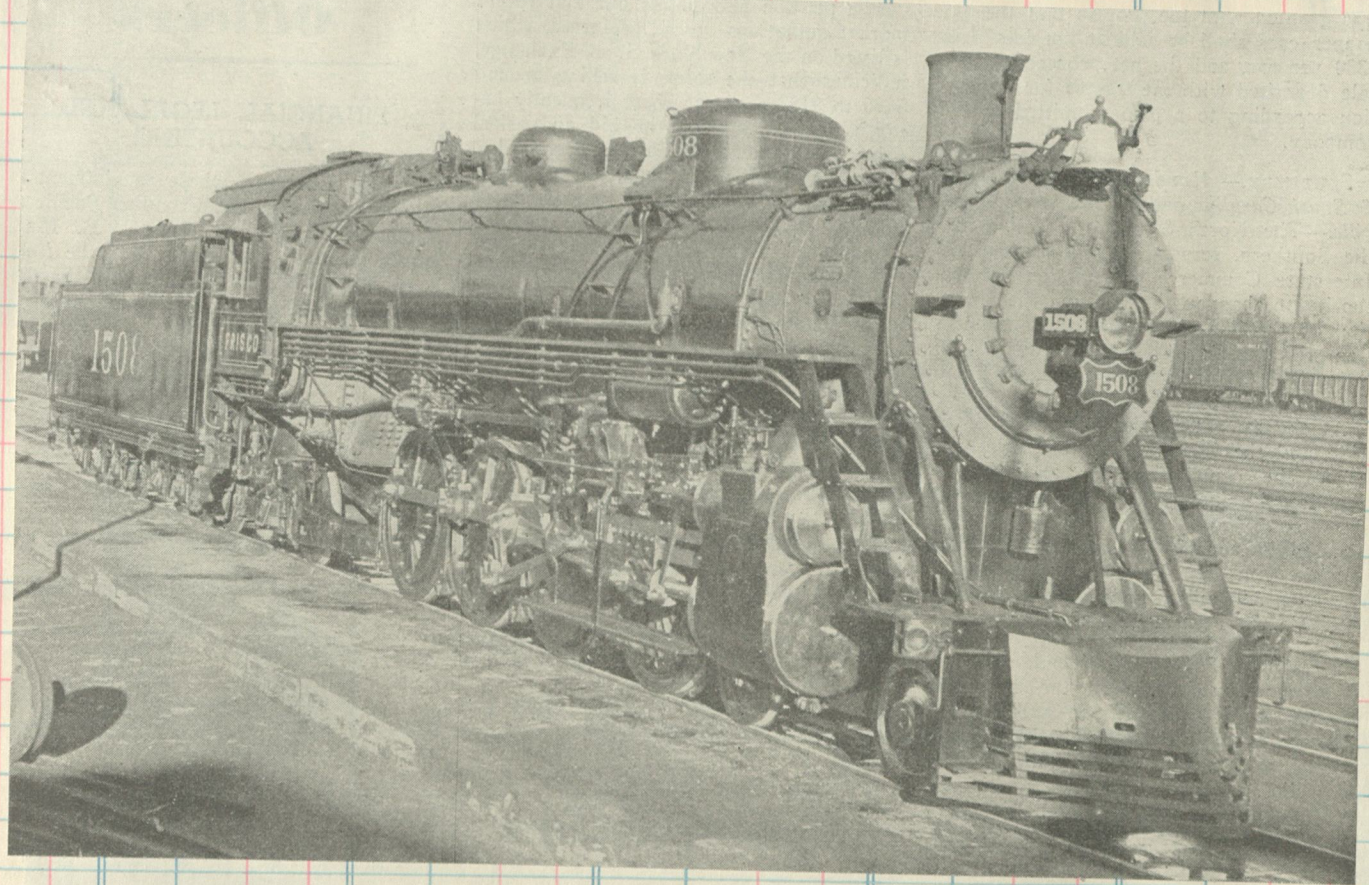
Eng 1507 is racing up Valley Park hill with 2nd #7

SELLER
DATE
FORM

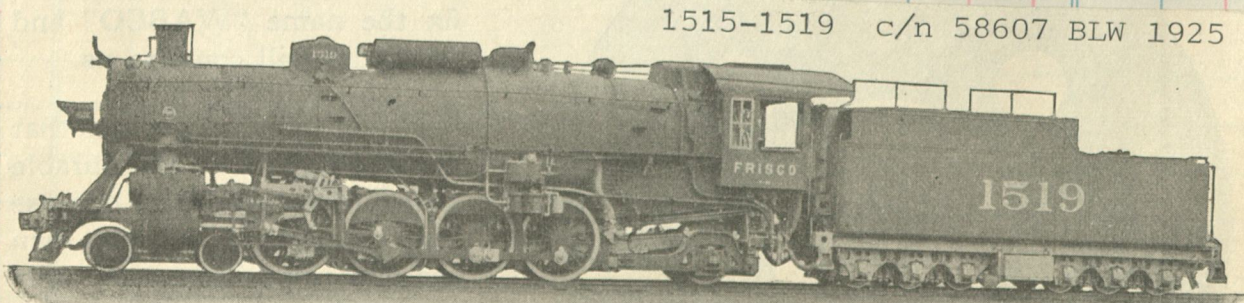
THE 1500-SERIES: The Directoire Style on the Frisco Lines — Passenger power on St. Louis-San Francisco Railway could readily be identified by the distinctively striped panels on the tender and cab, which carried a fretted motif at the corners. Boiler jackets on these locomotives were a dark-blue Russian iron. The sans-serif lettering on the cab was gilded and so were the Bank-modernish numerals on the tender. The cab window, sash and number plate were red and the plate edged with white. The bell and running gear were immaculately shined. Such engines handled both the *Texas Special* and the *Will Rogers*.



1500-1514 c/n 56270 Baldwin 1923
MOUNTAIN TYPE PASSENGER LOCOMOTIVE FOR THE FRISCO
Cylinders, 28" x 28" Weight, total engine, 339,800 lb.
Driving wheels, diameter, 69" Tractive force, 54,100 lb.



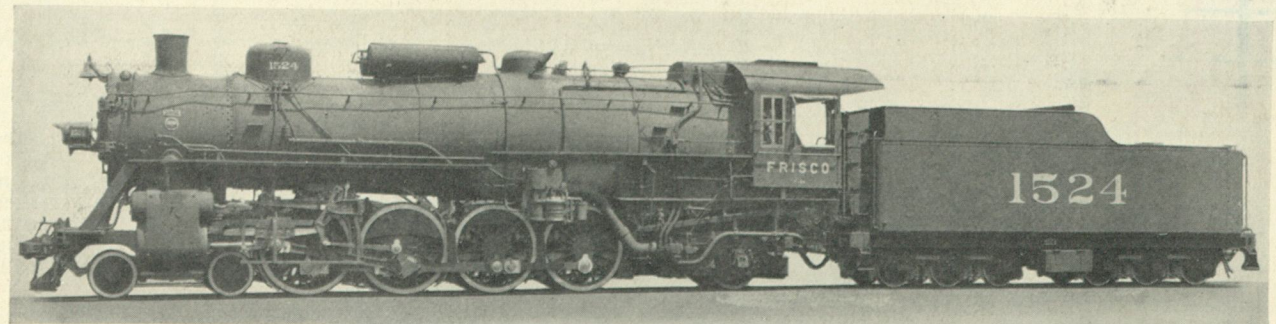
BLUE BONNET SPEEDING AT SIXTY MILES PER HOUR
Locomotive 1512 of the St. Louis-San Francisco Railroad is pulling train at Windsor Springs, Mo. Photograph taken in 1935.



1515-1519 c/n 58607 BLW 1925



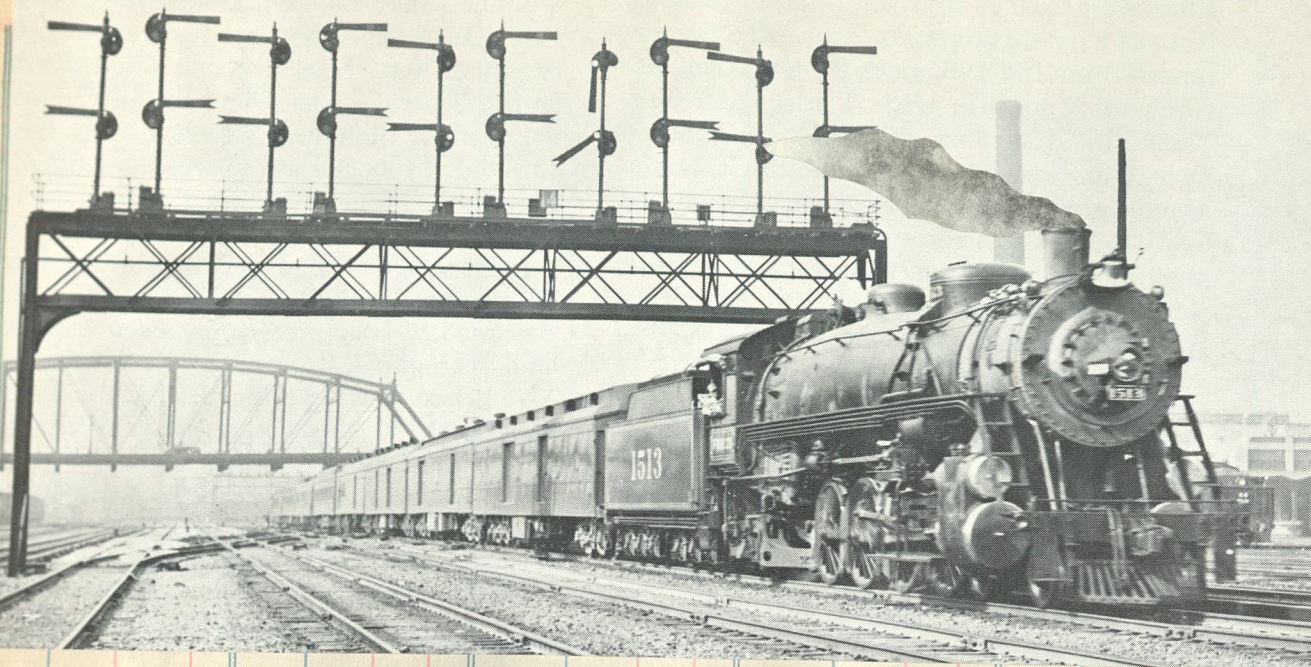
The *Texas Special* ready to depart St Louis



1520-1529 Mountain Type Locomotive, Built by The Baldwin Locomotive Works, 1926 c/n 59198

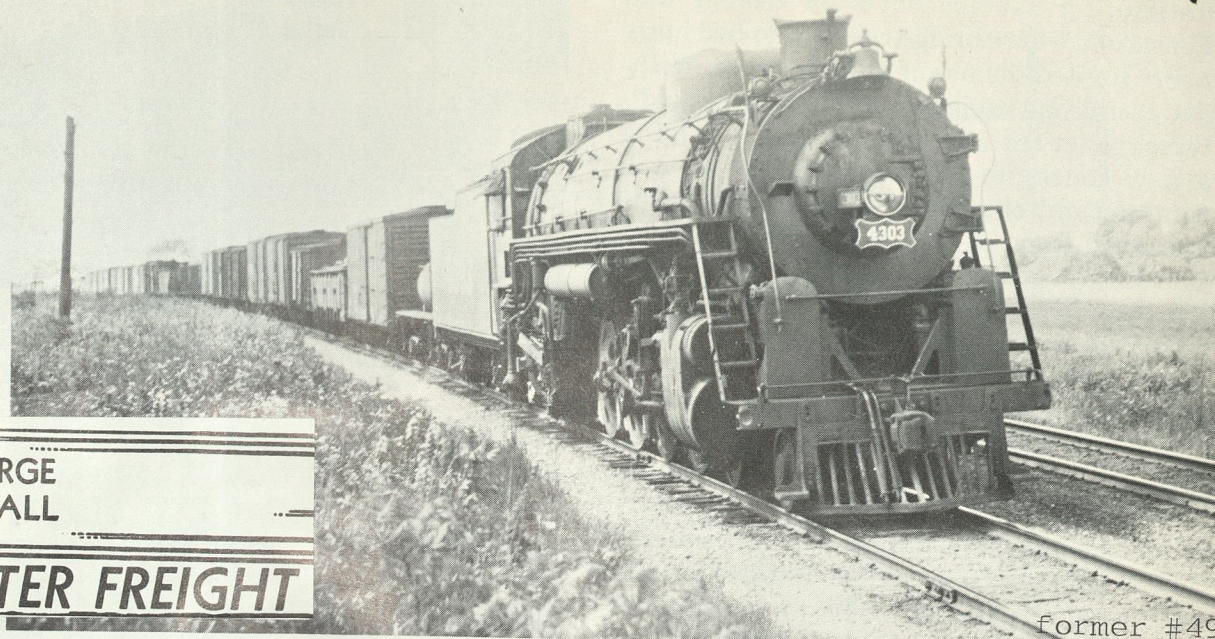
Cylinders	28" x 28"	Tubes, number	5 1/4", 48; 2 1/4", 209	Wheel base, driving	18' 0"	Weight, total engine	358,700 lb.
Drivers, diam.	69"	" length	21' 0"	" " total engine	40' 4"	" " and	
Boiler, diam.	82"	Grate area	70.3 sq. ft.	" " and		tender	593,500 lb.
Steam pressure	200 lb.	Water heating surface	4440 sq. ft.	tender	77' 7 1/4"	Tank capacity	11,700 U. S. gal.
Firebox	120 1/4" x 84 1/4"	Superheating surface	1180 sq. ft.	Weight on drivers	245,170 lb.	Fuel	17 tons*
Tubes, diam.	5 1/2" & 2 1/4"					Tractive force	54,100 lb.

* Subsequently changed to burn oil. Fuel capacity, 4500 gallons.



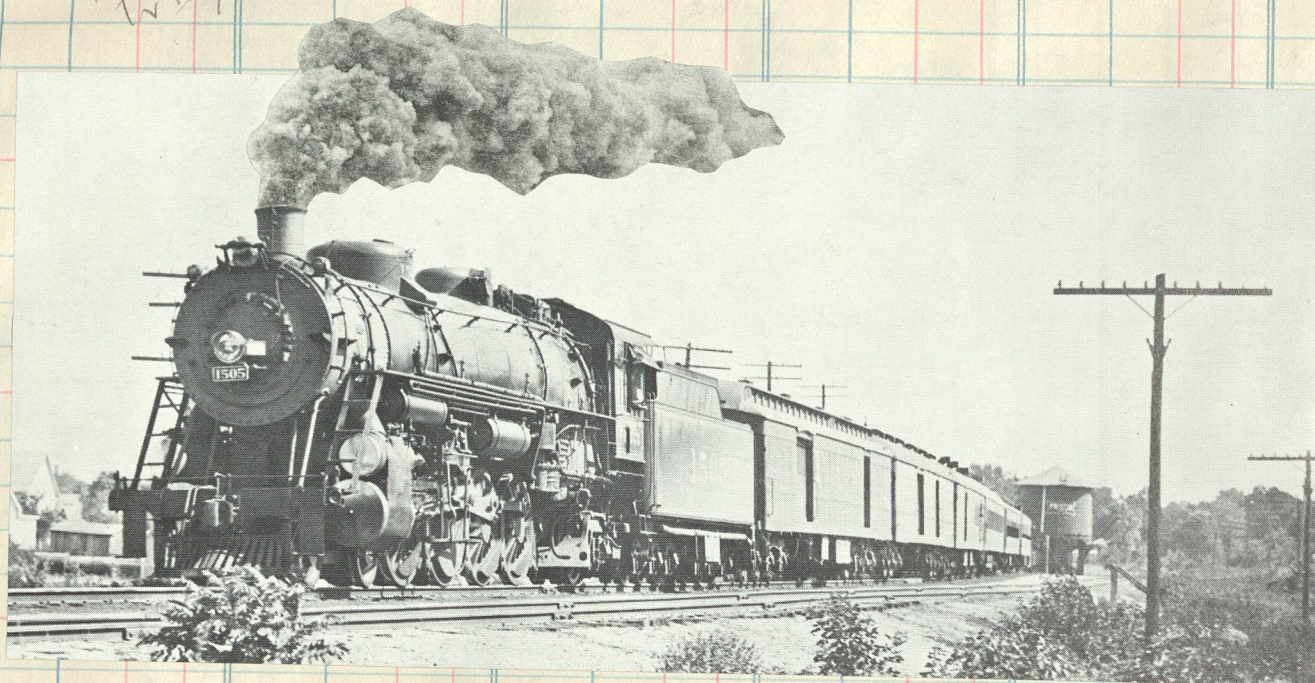
ALL TRAINS SHOWN RUN DAILY		No. 32 and connections
Lv. St. Louis	Ar. Springfield	9:00PM Tue.
Ar. Springfield	Lv. Monett	11:35AM Tue.
Ar. Monett	Lv. Joplin	9:30AM Tue.
Ar. Joplin	Lv. Tulsa	4:00AM Tue.
Ar. Tulsa	Lv. Sherman	3:00AM Tue.
Ar. Sherman	Lv. Dallas	6:30PM Mon.
Ar. Dallas	Lv. Ft. Worth	6:00AM Tue.
Ar. Ft. Worth	Lv. Oklahoma City	7:30PM Mon.
Ar. Oklahoma City	Lv. Quannah	9:15PM Mon.
Ar. Quannah	Lv. Tulsa	1:30AM Tue.
Ar. Tulsa	Lv. Enid	6:30PM Mon.
Ar. Enid	Lv. Avard	12:40AM Mon.
Ar. Avard	Lv. Monett	6:00AM Tue.
Ar. Monett	Lv. Ft. Smith	7:30PM Mon.
Ar. Ft. Smith	Lv. Paris	7:00AM Mon.
Ar. Paris	Lv. Hope	7:00AM Mon.

First #32
53 cars



former #49

NO SHIPMENT TOO LARGE
NO PACKAGE TOO SMALL
for **FRISCO FASTER FREIGHT**



Second #32
38 cars

former #12



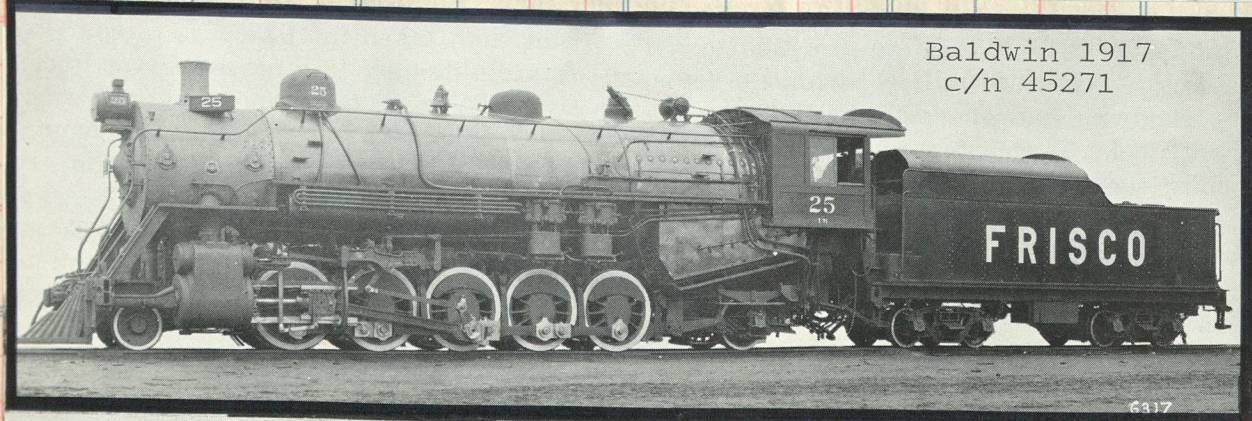
THE FLASH
FAST
MERCHANDISE
SERVICE—
ST. LOUIS and KANSAS CITY
to OKLAHOMA

Time freight #33 (49 cars)
departing Monett, Mo behind
Springfield 4-8-2 built in 1938
from former 2-10-2 #42.



former #15

Three sections of timecard tonnage #32 drifting into
Springfield September 1944, each powered by a home
made 4-8-2.

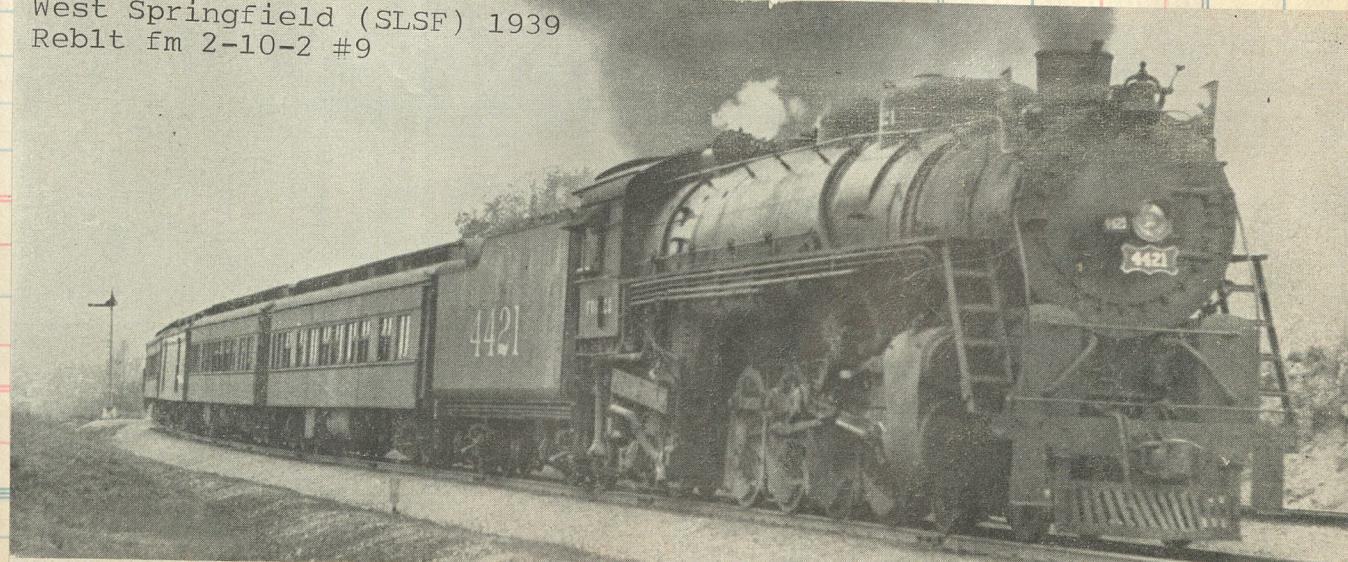


Baldwin 1917
c/n 45271

FRISCO

1916-1918 Baldwin delivered sixty (nos 1-60) big Santa Fes.
From 1936 thru 1942 Springfield shops rebld thirty four into
4-8-2's nos 4300 & 4400rds. Balance were all retired by 1941.

West Springfield (SLSF) 1939
Rebld fm 2-10-2 #9

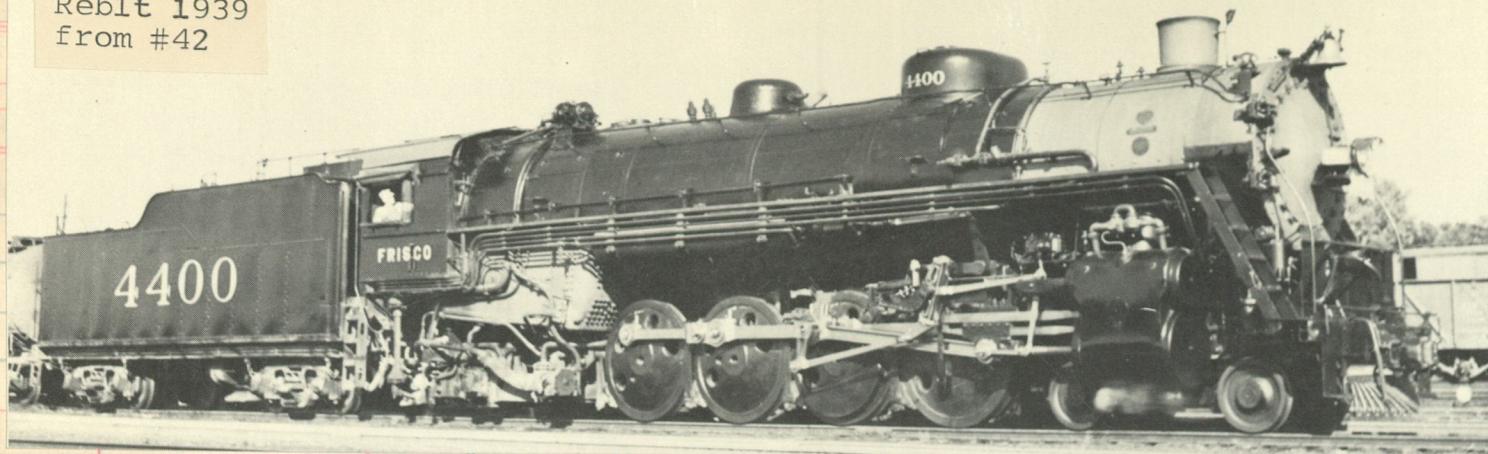


Nansen-Oaks-Barham

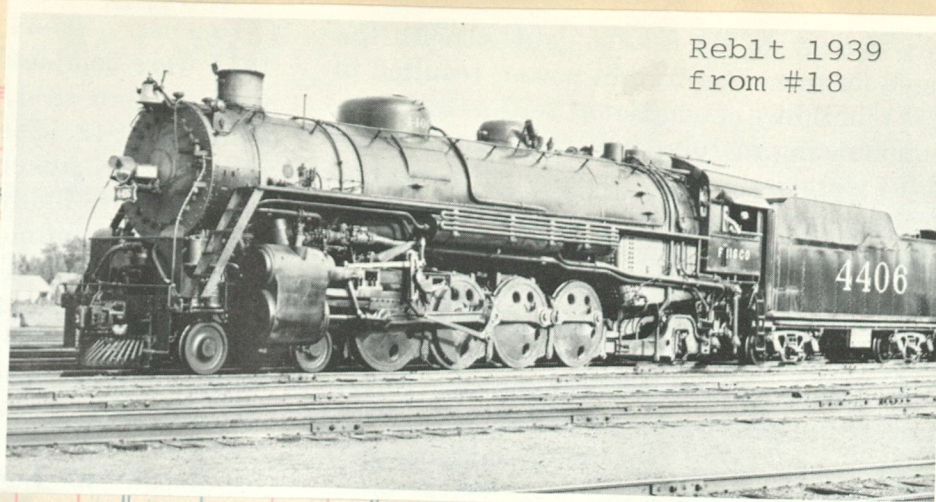
A FRISCO MAIN TRAIN, synonym for a troop special, at-
tacks Valley Park Hill outside St. Louis behind a big-boilered
Mountain in April 1942. The railroads moved over 97 per

cent of all troops, some 43.7 million men and women. Many
rode in the 113,891 main trains operated during 1941-1945
but most traveled in special cars coupled to regular schedules.

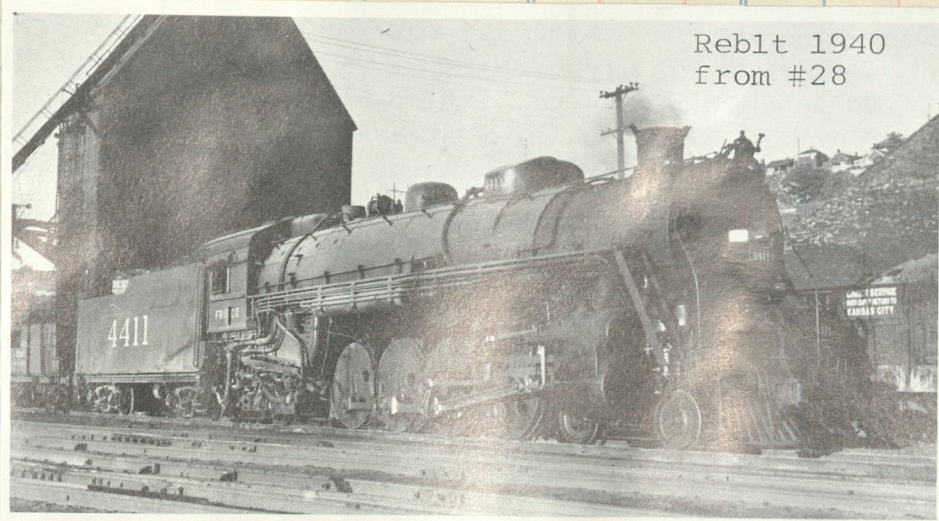
Reblt 1939
from #42



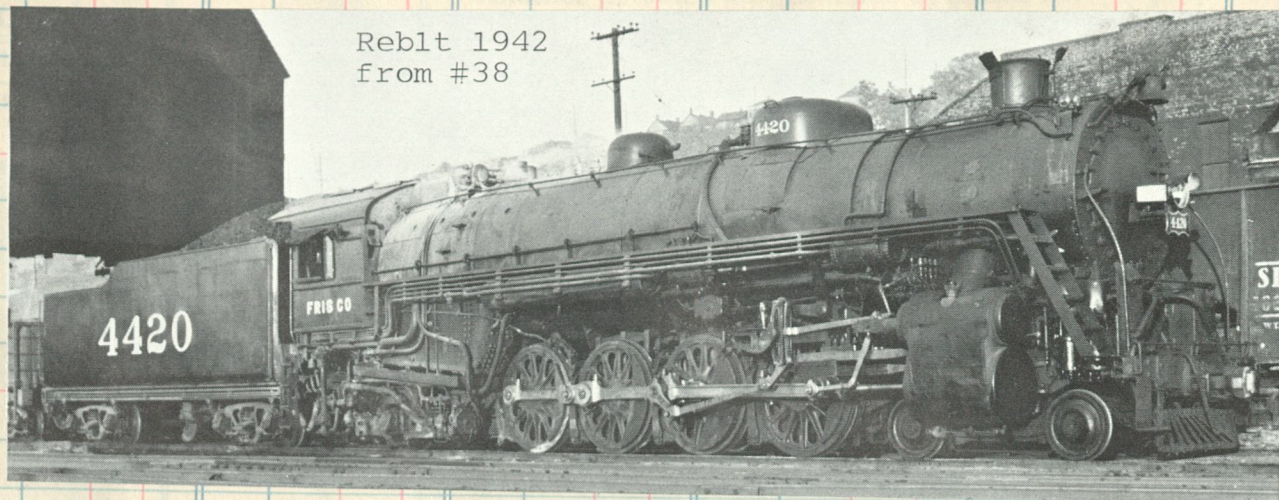
Reblt 1939
from #18



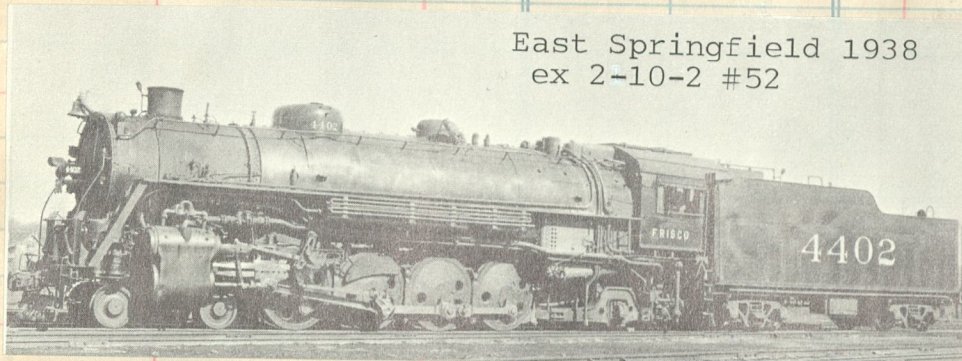
Reblt 1940
from #28



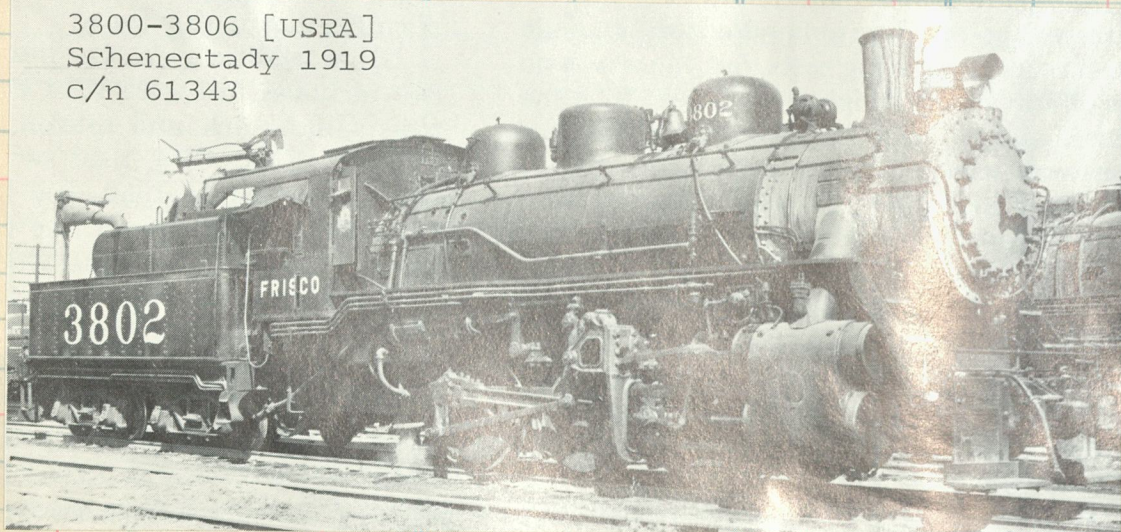
Reblt 1942
from #38



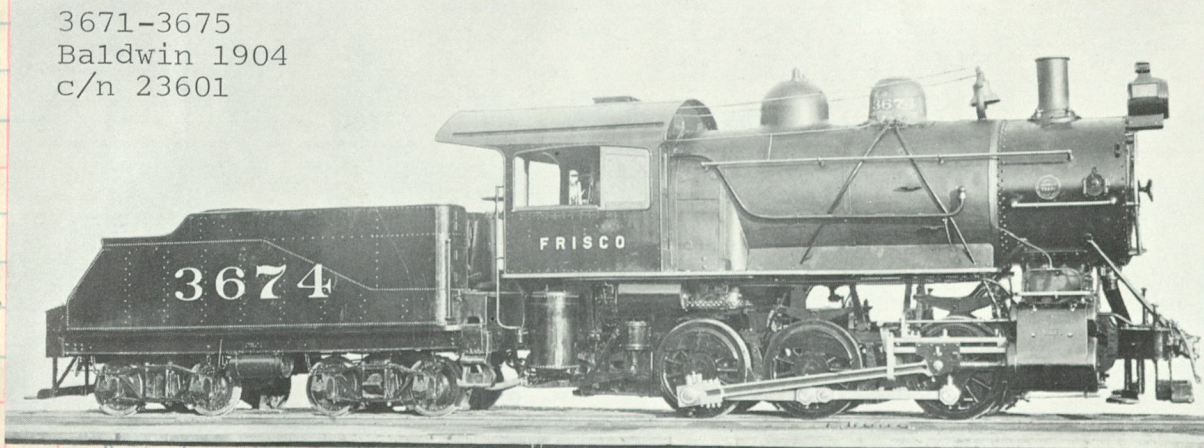
East Springfield 1938
ex 2-10-2 #52



3800-3806 [USRA]
Schenectady 1919
c/n 61343



3671-3675
Baldwin 1904
c/n 23601

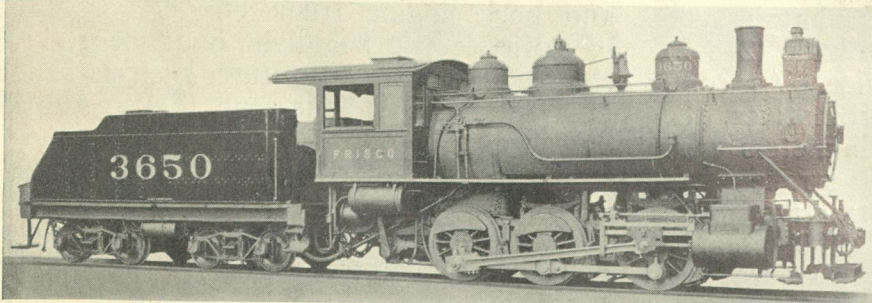


Who said switchers were void of esthetics!! Our description of the 3674 would be 'noble', 'perky', 'audacious', 'elegant'. Agreed?!!

3648-3657
c/n 28247

Cylinders 19" x 26"
Drivers, diam. 51"
Steam pressure 180 lb.
Grate area 24.9 sq. ft.
Heating surface 1433 sq. ft.
Weight, total engine 122,000 lb.
Tractive force 28,200 lb.

to NOT&M #9586

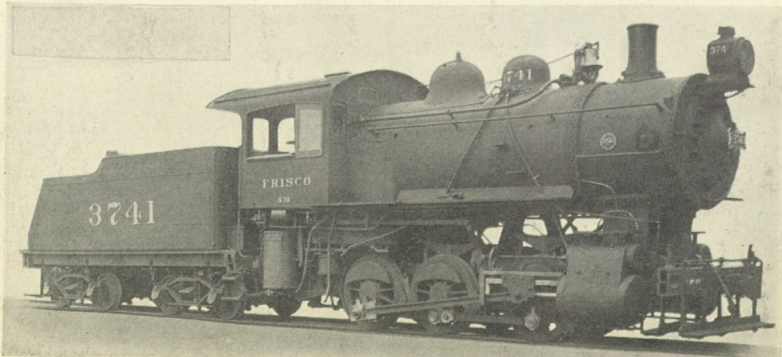


Built by The Baldwin Locomotive Works, 1906

3741-3752

Cylinders 20 1/2" x 26"
Drivers, diam. 51"
Steam pressure 185 lb.
Grate area 33 sq. ft.
Heating surface 1940 sq. ft.
Weight, total engine 154,100 lb.
Tractive force 33,700 lb.

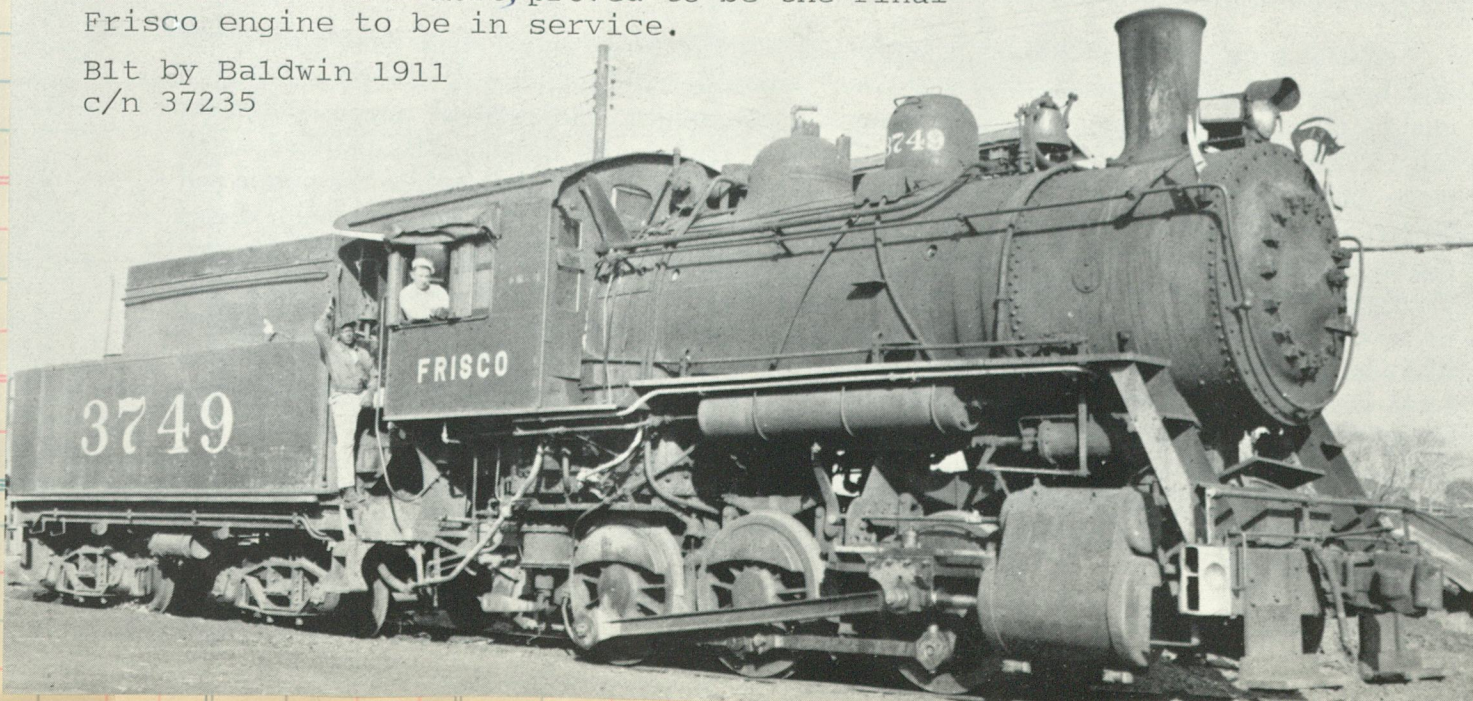
c/n 37186



Built by The Baldwin Locomotive Works, 1911

This battered old veteran, while on lease [1952-1956] to the Alabama State Prison at Atmore, proved to be the final Frisco engine to be in service.

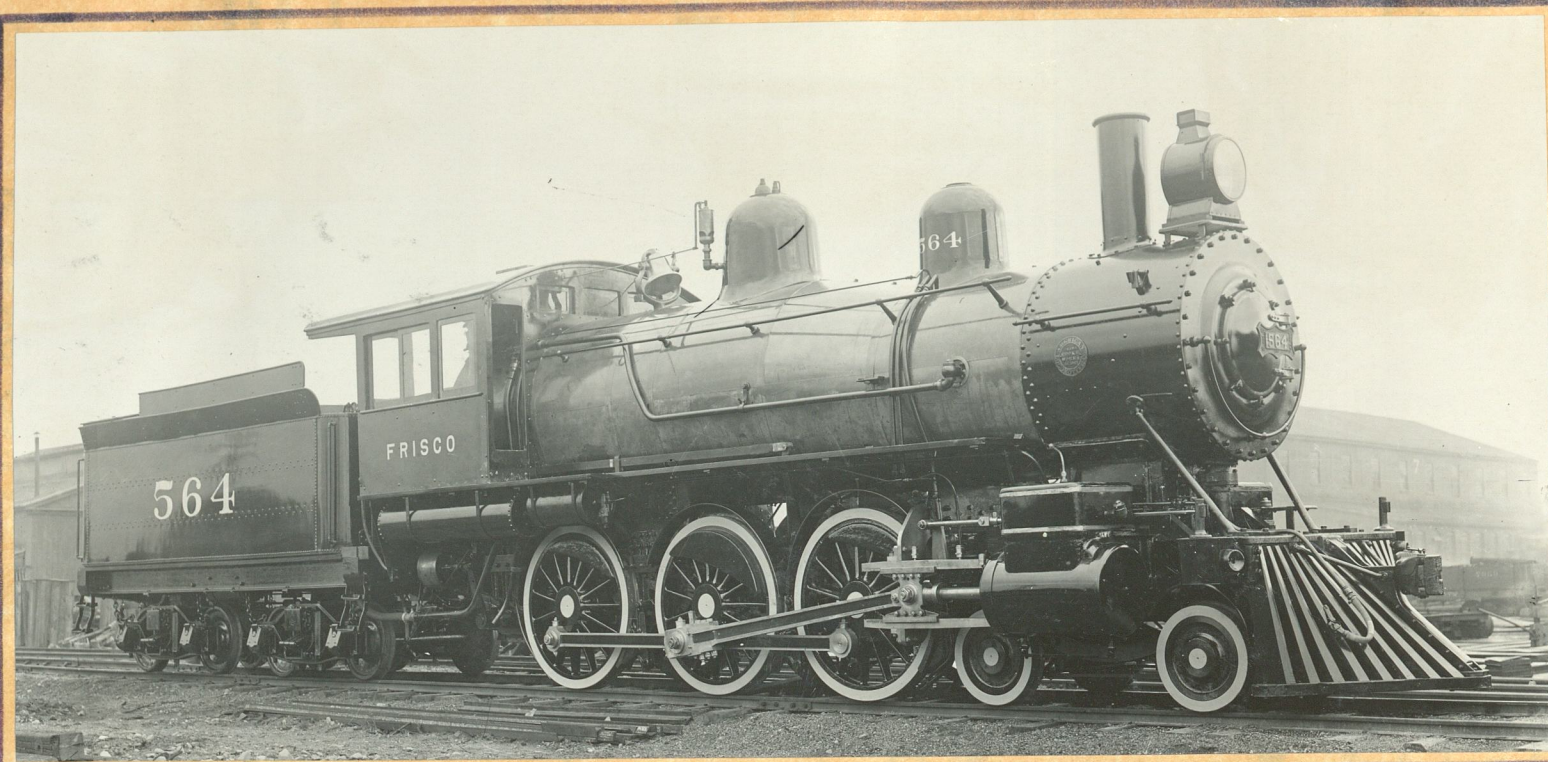
Blt by Baldwin 1911
c/n 37235



In 1902 the Cooke Works received an order [C-220] from the St Louis, Kansas City & Colorado for ten 4-6-0's. C/n's assigned 26087-26096. However the road numbers as listed, 558-567, were Frisco numbers that fit into proper sequence in Frisco roster which would indicate StLKC&C cancelled the order before engines were completed and the Frisco assumed the order and took delivery of the engines.

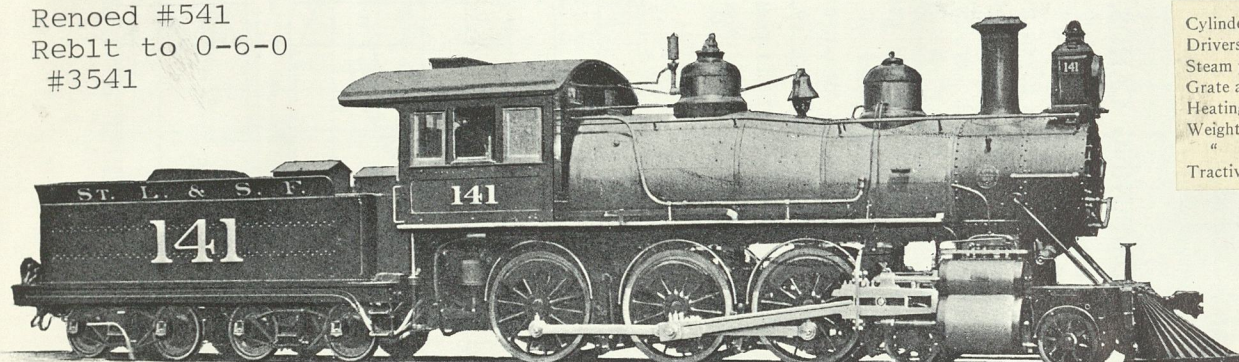
This being the case, the Frisco added ten sturdy, and handsome, engines to its roster. The 564 had c/n 26093.

(Note: The StLKC&C was taken over by the Rock Island in 1907)



A distinguished Ambassador to the Court of Ten Wheelers

Renoed #541
Rebld to 0-6-0
#3541



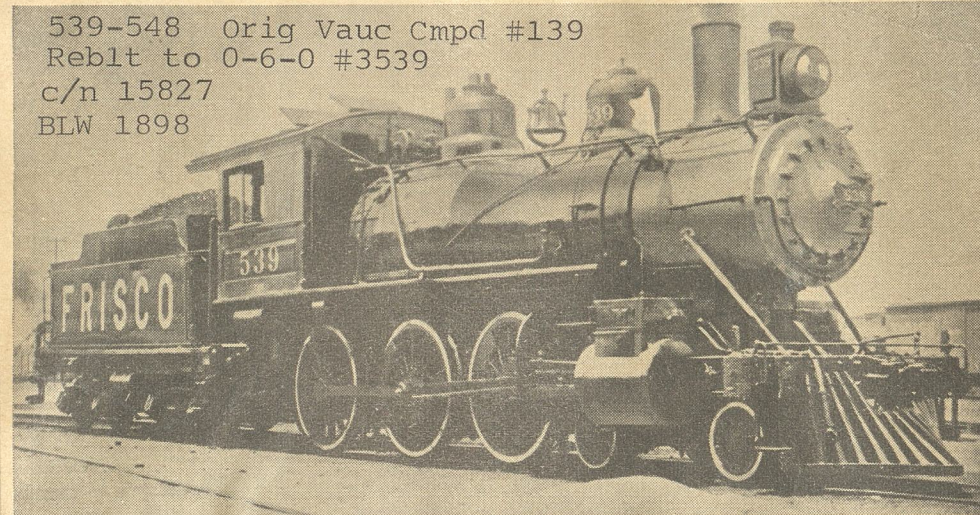
139-148

c/n 15850

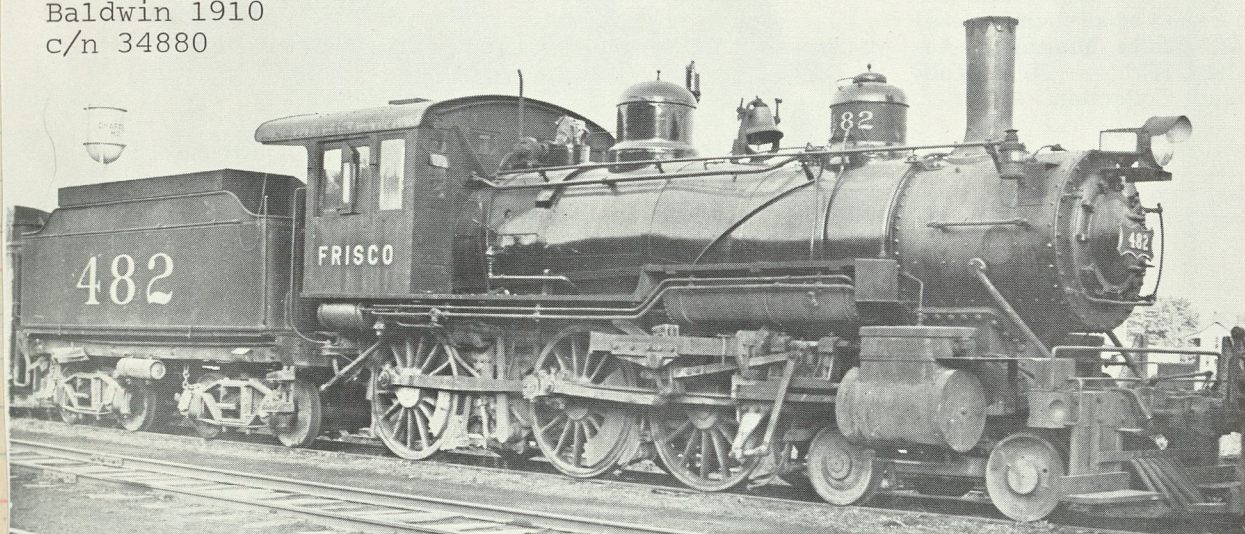
Baldwin 1898

Cylinders	15" x 25" x 24"
Drivers, diam.	63"
Steam pressure	180 lb.
Grate area	34.3 sq. ft.
Heating surface	2114 sq. ft.
Weight on drivers	114,000 lb.
" total engine	147,800 lb.
Tractive force (compound)	21,000 lb.

539-548 Orig Vauc Cmpd #139
Rebld to 0-6-0 #3539
c/n 15827
BLW 1898



Ex StLB&M #41
Baldwin 1910
c/n 34880



516-530
Baldwin 1903
c/n 22883

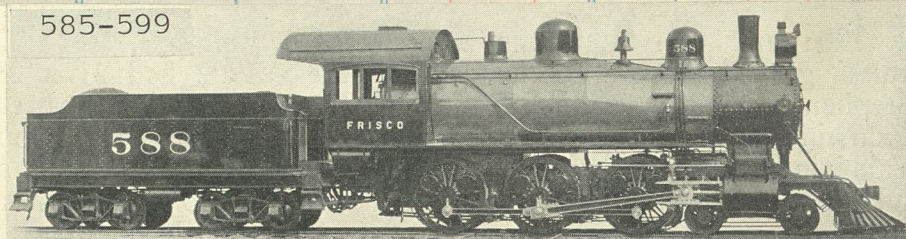


Dickson 1903

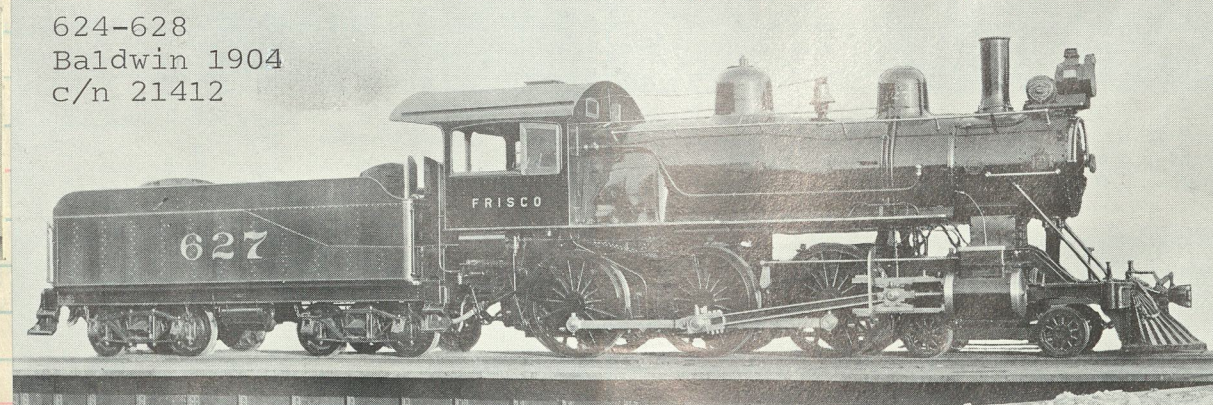
Cylinders	20" x 26"
Drivers, diam.	63"
Steam pressure	200 lb.
Grate area	30 sq. ft.
Heating surface	2123 sq. ft.
Weight on drivers	119,400 lb.
" total engine	159,500 lb.
Tractive force	28,060 lb.

c/n 26770

585-599

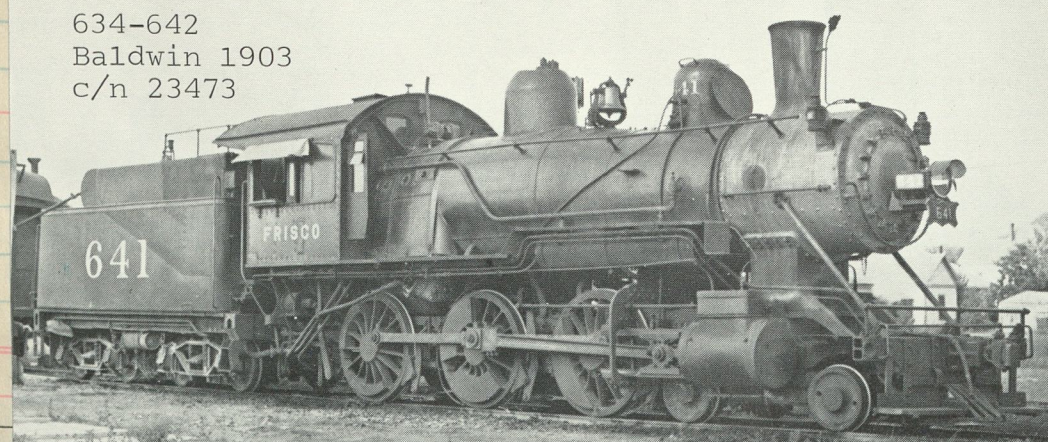


624-628
Baldwin 1904
c/n 21412

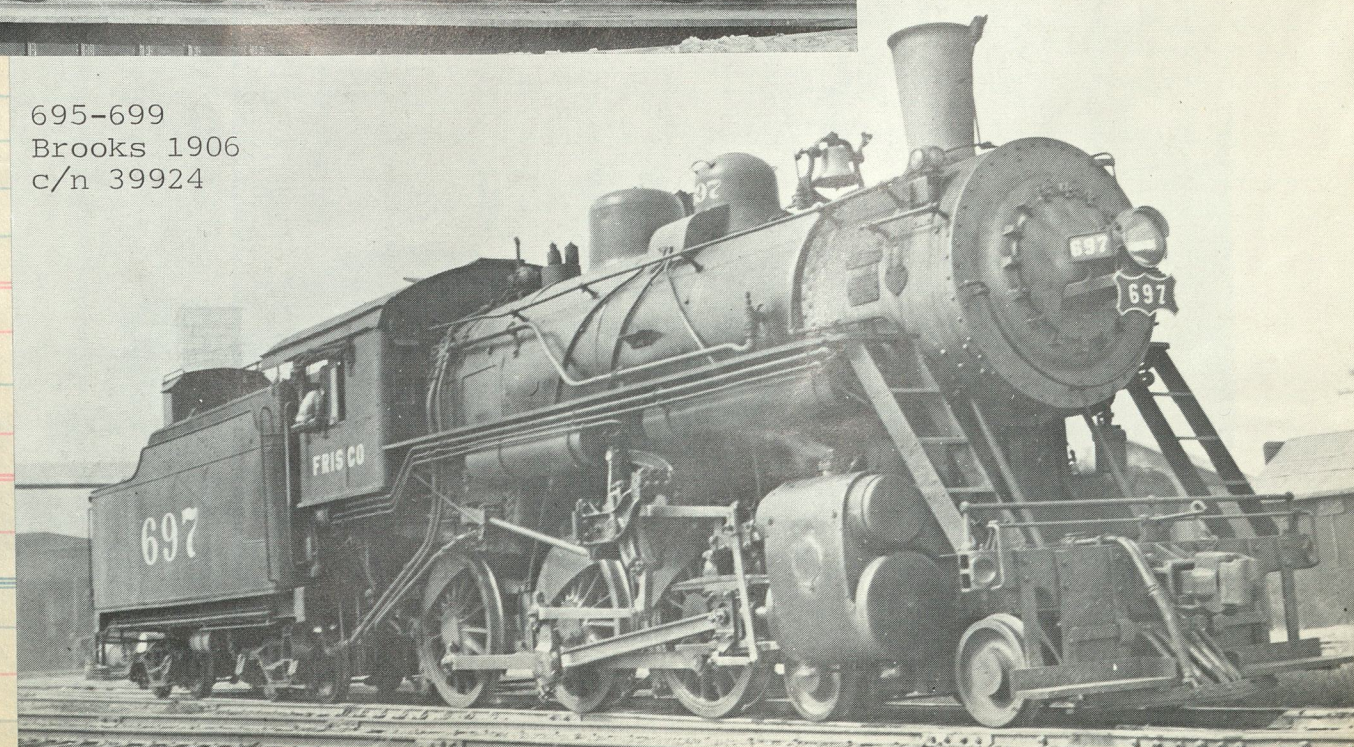


Cylinders	21" x 26"
Drivers, diam.	69"
Steam pressure	200 lb.
Grate area	43.6 sq. ft.
Heating surface	2577 sq. ft.
Weight on drivers	124,400 lb.
" total engine	170,100 lb.
Tractive force	28,300 lb.

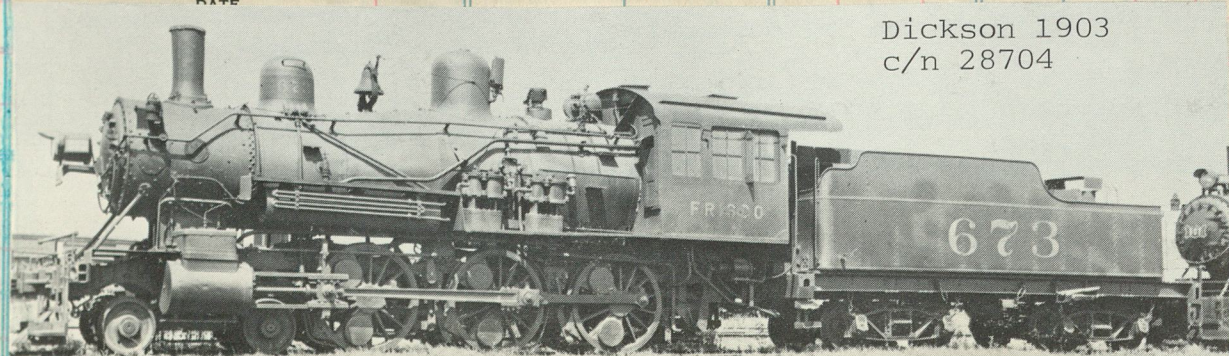
634-642
Baldwin 1903
c/n 23473



695-699
Brooks 1906
c/n 39924

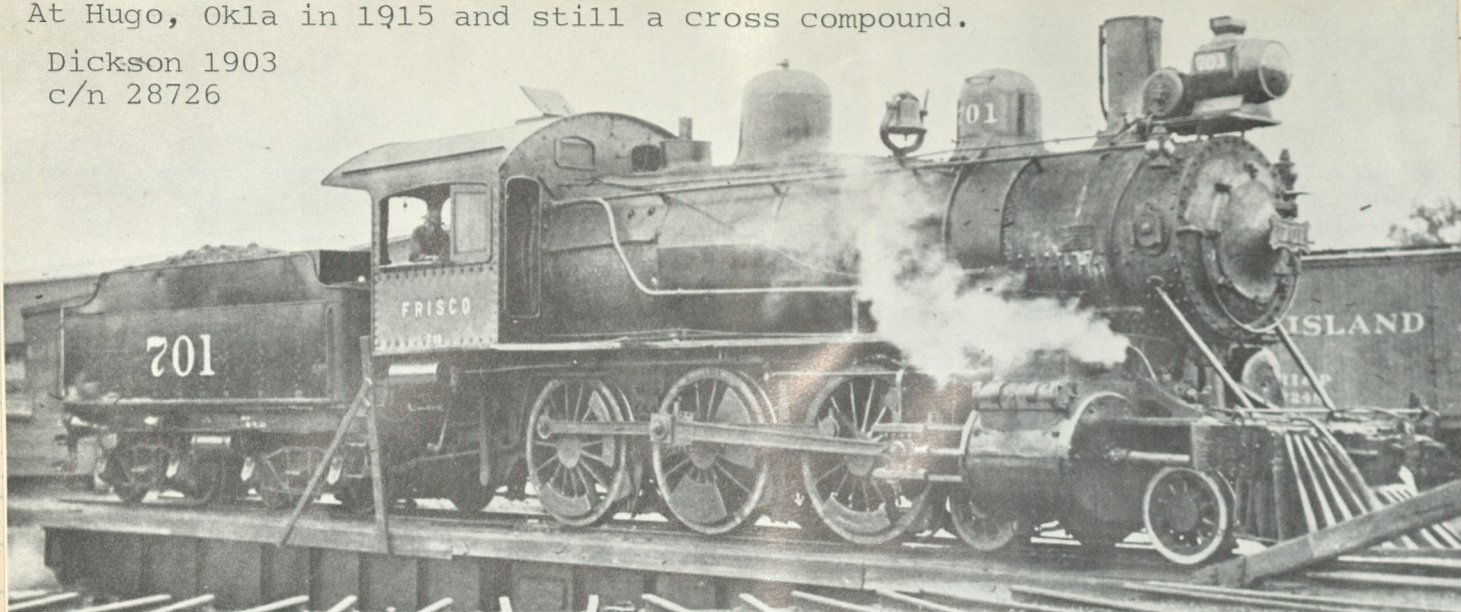


Dickson 1903
c/n 28704



add—Error
deduct "

Dickson 1903
c/n 28726



705-724
c/n 39941

742-774 [Cmpd]
Baldwin 1903
c/n 21891

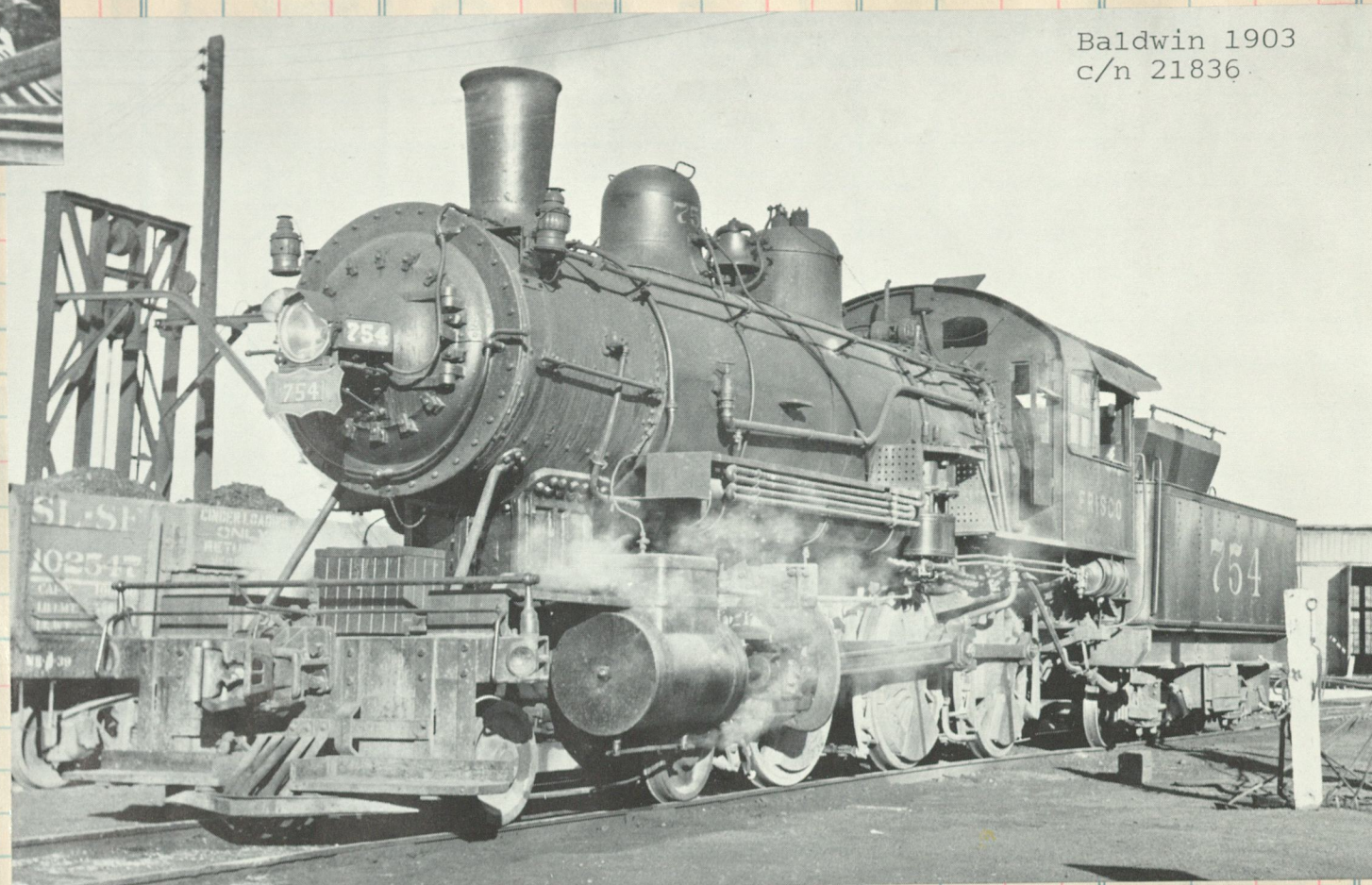


Cylinders	21" x 28"
Drivers, diam.	63"
Steam pressure	200 lb.
Grate area	42.5 sq. ft.
Heating surface	2880 sq. ft.
Weight on drivers	141,500 lb.
" total engine	186,900 lb.
Tractive force	33,300 lb.

775-799

c/n 21472

Baldwin 1903



Baldwin 1903
c/n 21836.

c/n 41457

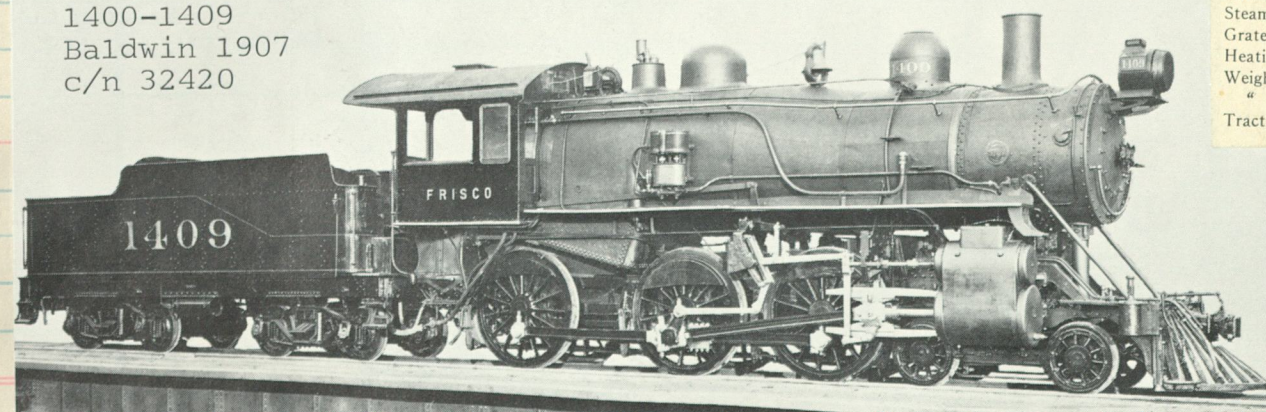


Cylinders	21" x 26"
Drivers, diam.	69"
Steam pressure	200 lb.
Grate area	47.7 sq. ft.
Heating surface	2654 sq. ft.
Weight on drivers	136,000 lb.
" total engine	183,000 lb.
Tractive force	28,300 lb.

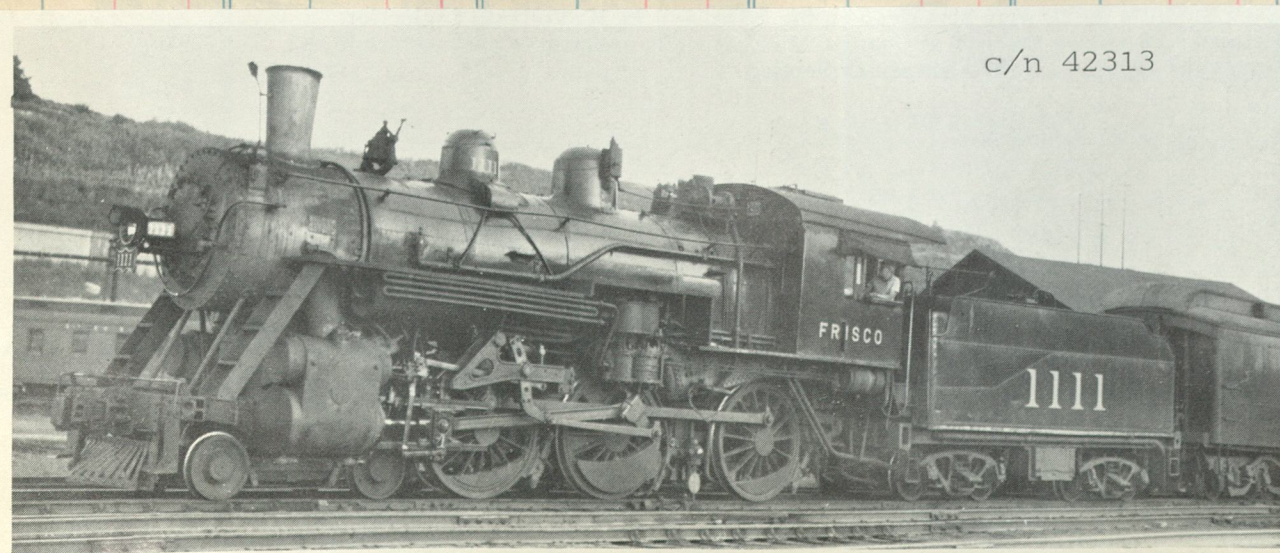
The last Ten wheeler received by the Frisco

1400-1409
Baldwin 1907
c/n 32420

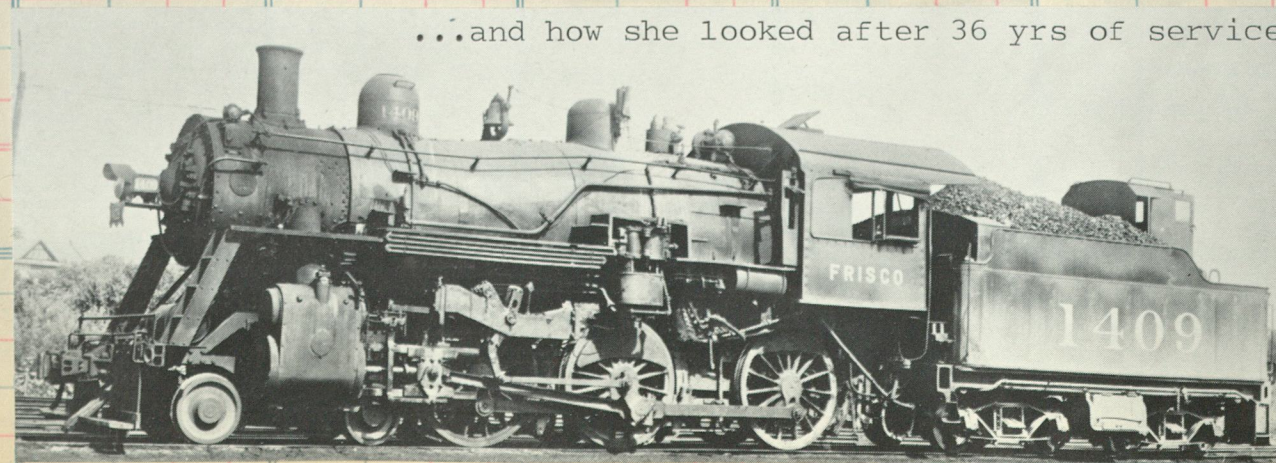
Cylinders	23" x 26"
Drivers, diam.	69"
Steam pressure	200 lb.
Grate area	47.7 sq. ft.
Heating surface	3039 sq. ft.
Weight on drivers	141,000 lb.
" total engine	194,500 lb.
Tractive force	33,900 lb.

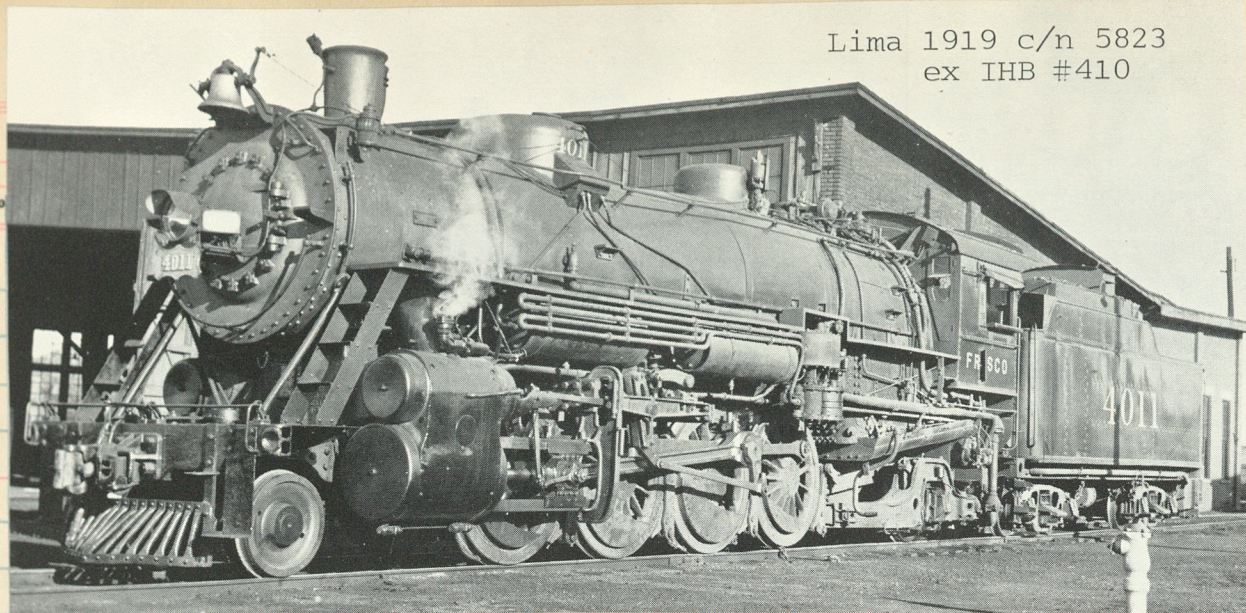


c/n 42313

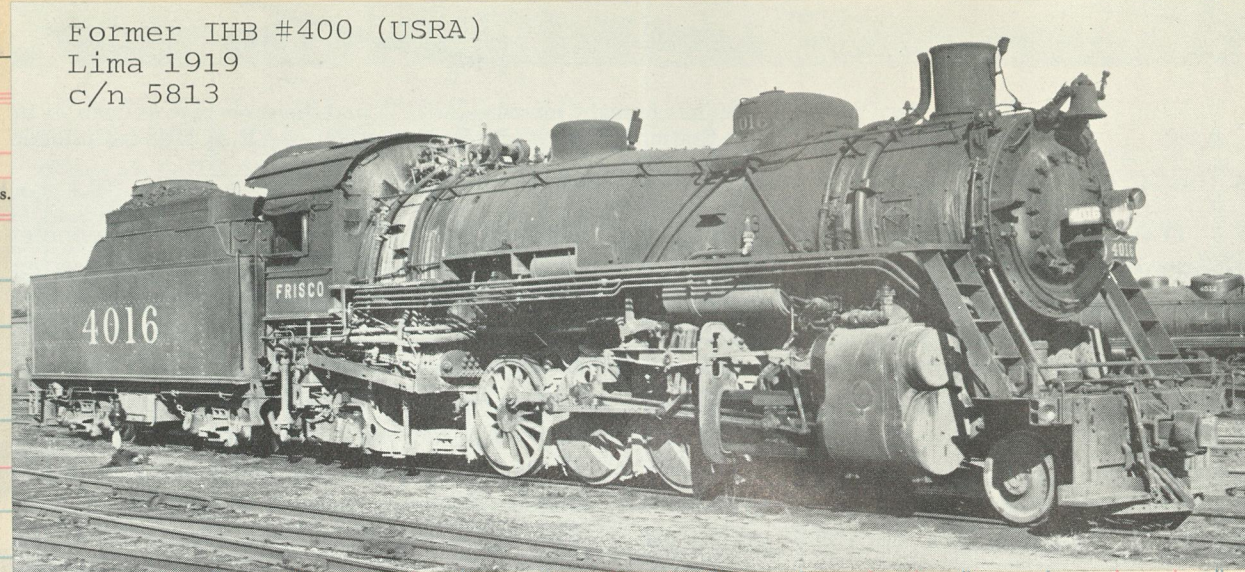


...and how she looked after 36 yrs of service

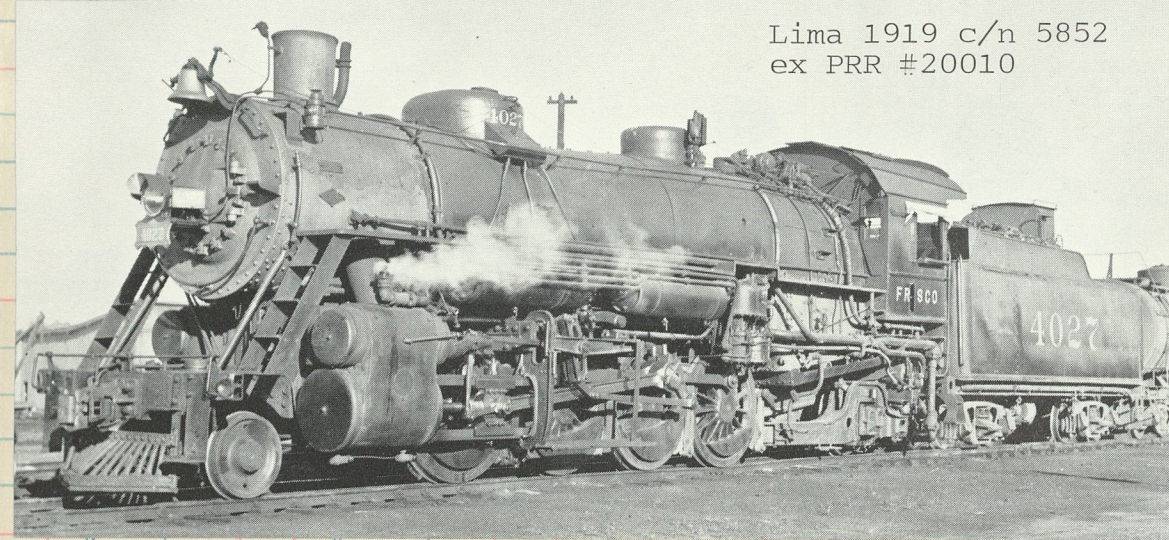




Lima 1919 c/n 5823
ex IHB #410



Former IHB #400 (USRA)
Lima 1919
c/n 5813

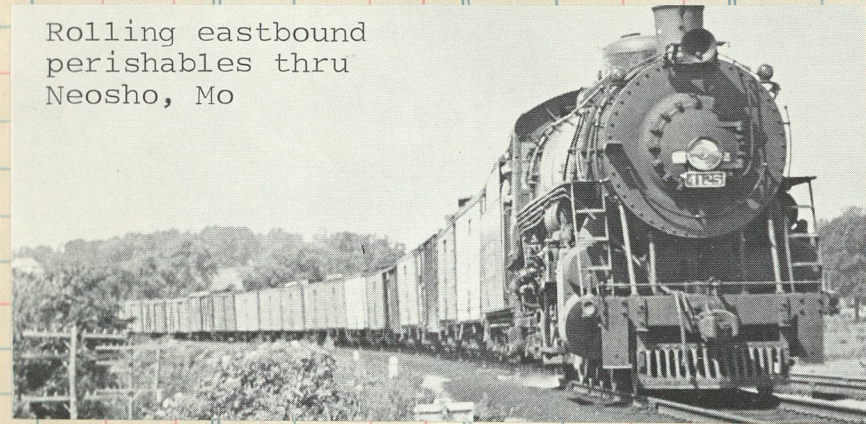


Lima 1919 c/n 5852
ex PRR #20010



Extra 4126 charges through Afton, Missouri

Baldwin 1923
c/n 56234

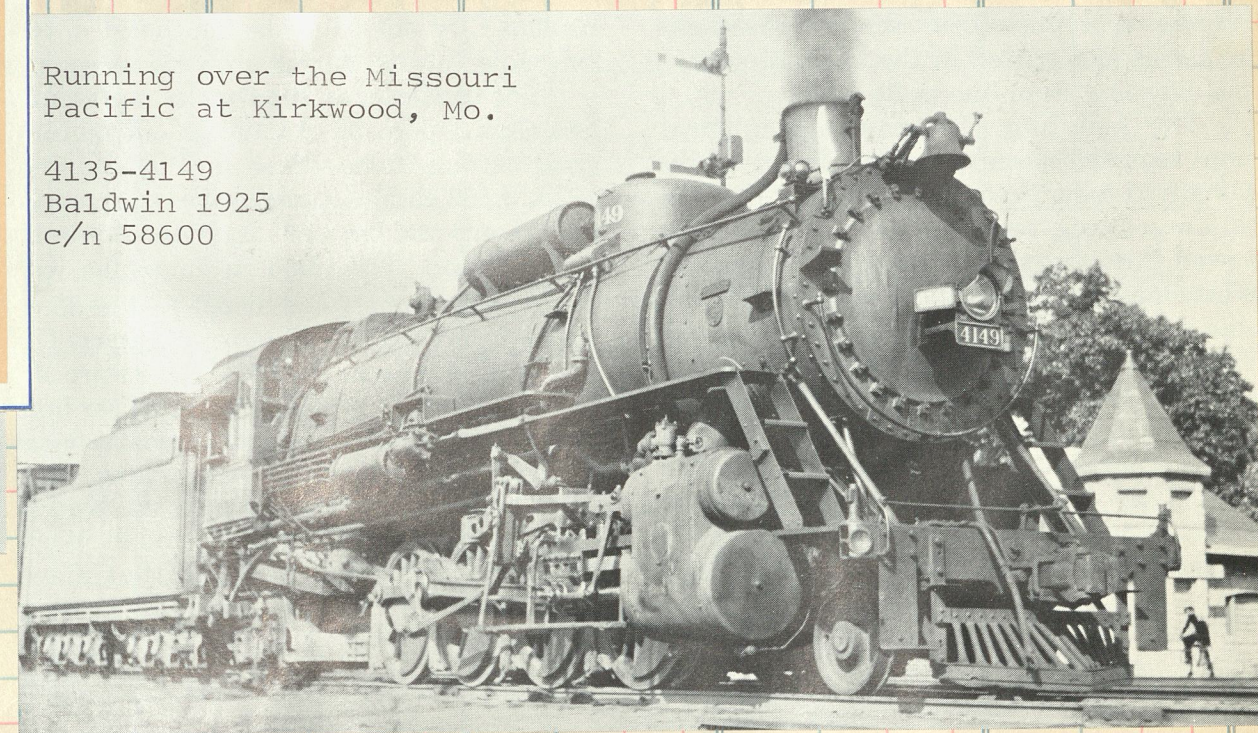


Rolling eastbound
perishables thru
Neosho, Mo

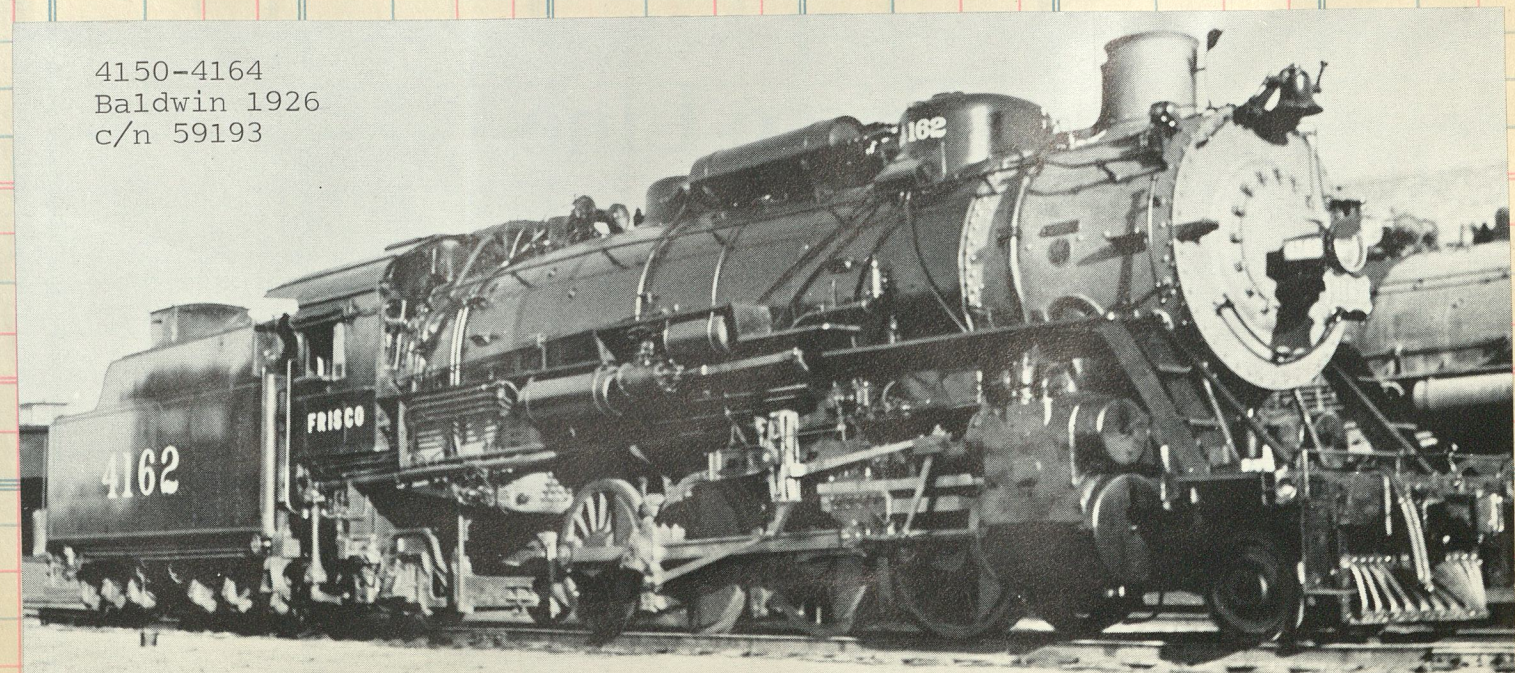


Running over the Missouri
Pacific at Kirkwood, Mo.

4135-4149
Baldwin 1925
c/n 58600



Extra 4164 west near Stroud, Okla.



4150-4164
Baldwin 1926
c/n 59193

A black and white photograph of a steam locomotive, numbered 4211, pulling a freight train. The locomotive is emitting smoke from its smokestack. The train is traveling on a track with a trestle bridge in the background. The number 4211 is visible on the side of the locomotive and on the front of the tender. The photograph is mounted on a page with the number 122 in the top left corner.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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1915

ONE OF OUR ALL-STEEL DINERS

OKM

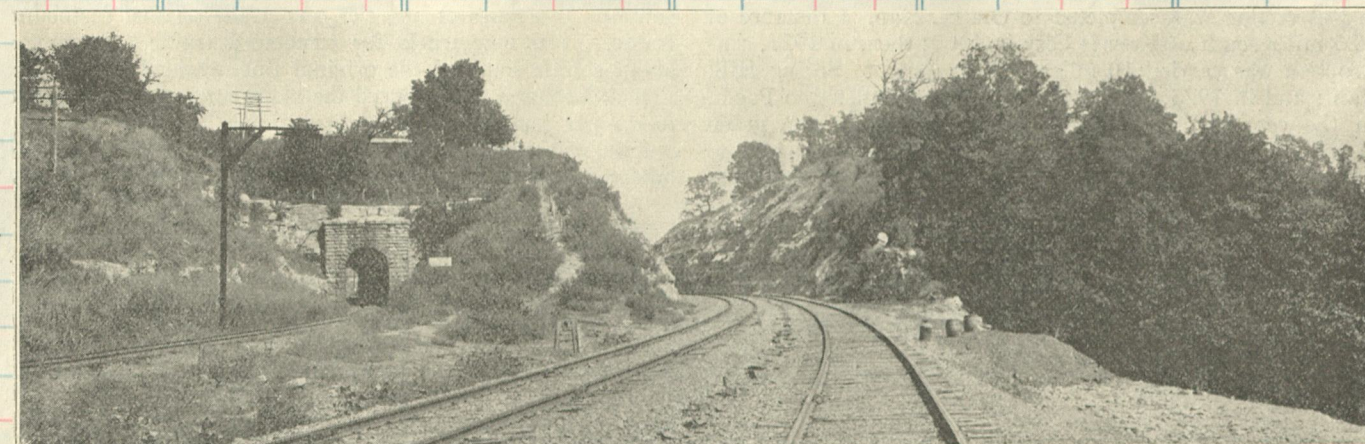
WICHITA, KANS

Santa Fe
Frisco
Rock Is.

OKM

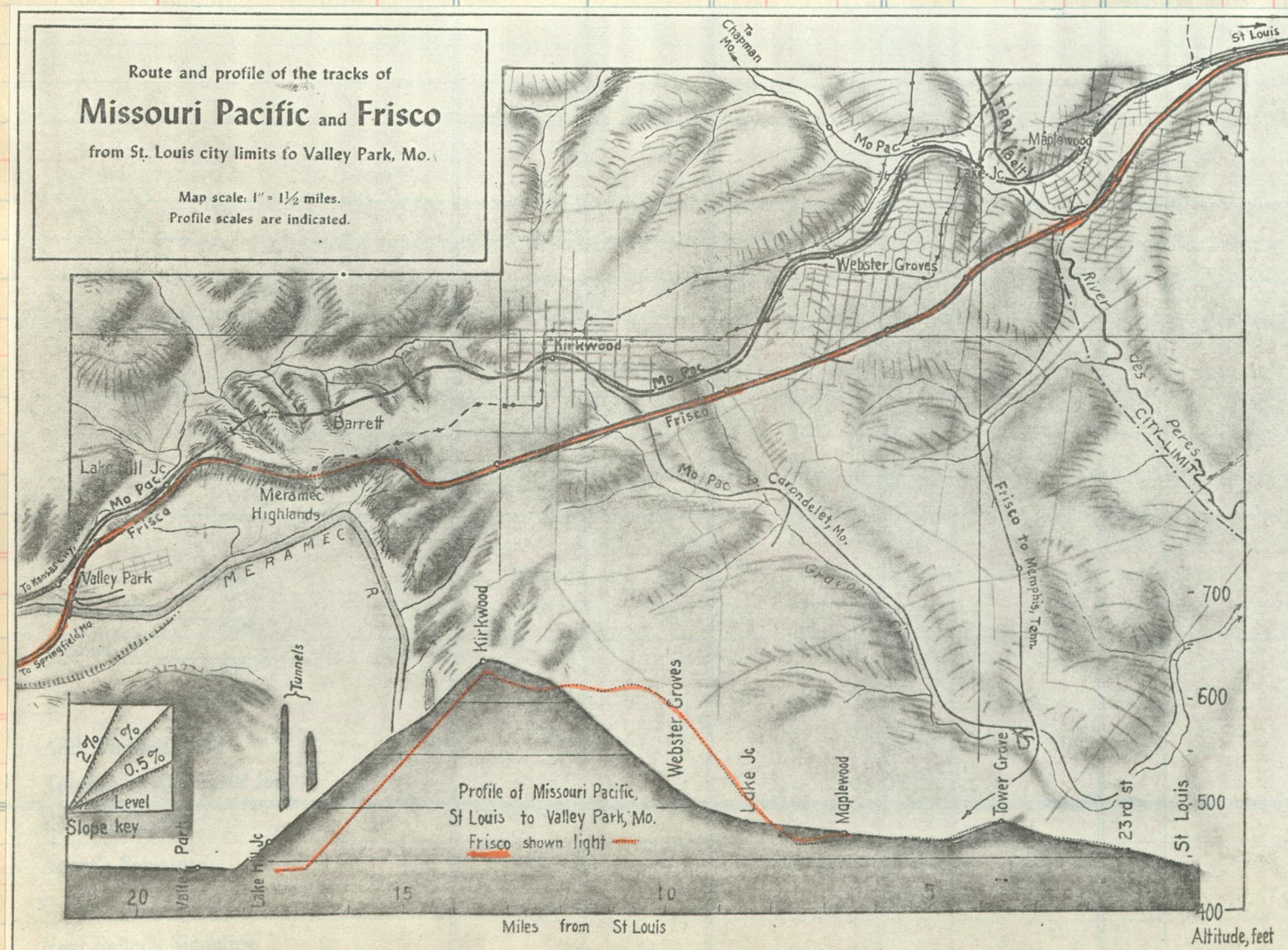
Santa Fe
Frisco
Rock Is.

OKM



A View of the Frisco New Track Around the Old Meremac Tunnel

1925



TOTAL ACCOUNTED FOR



Nine miles of short curves and steep grades through the Ozark Mountains have been tamed by Frisco's Dixon Hill project, at a cost of more than \$1,300,000.

1943



4500-4514 c/n 64437 Nanson-Barham, 6022 Hartford St., St. Louis, Mo.
Baldwin 1942
New 4-8-4 for Frisco faster freight.



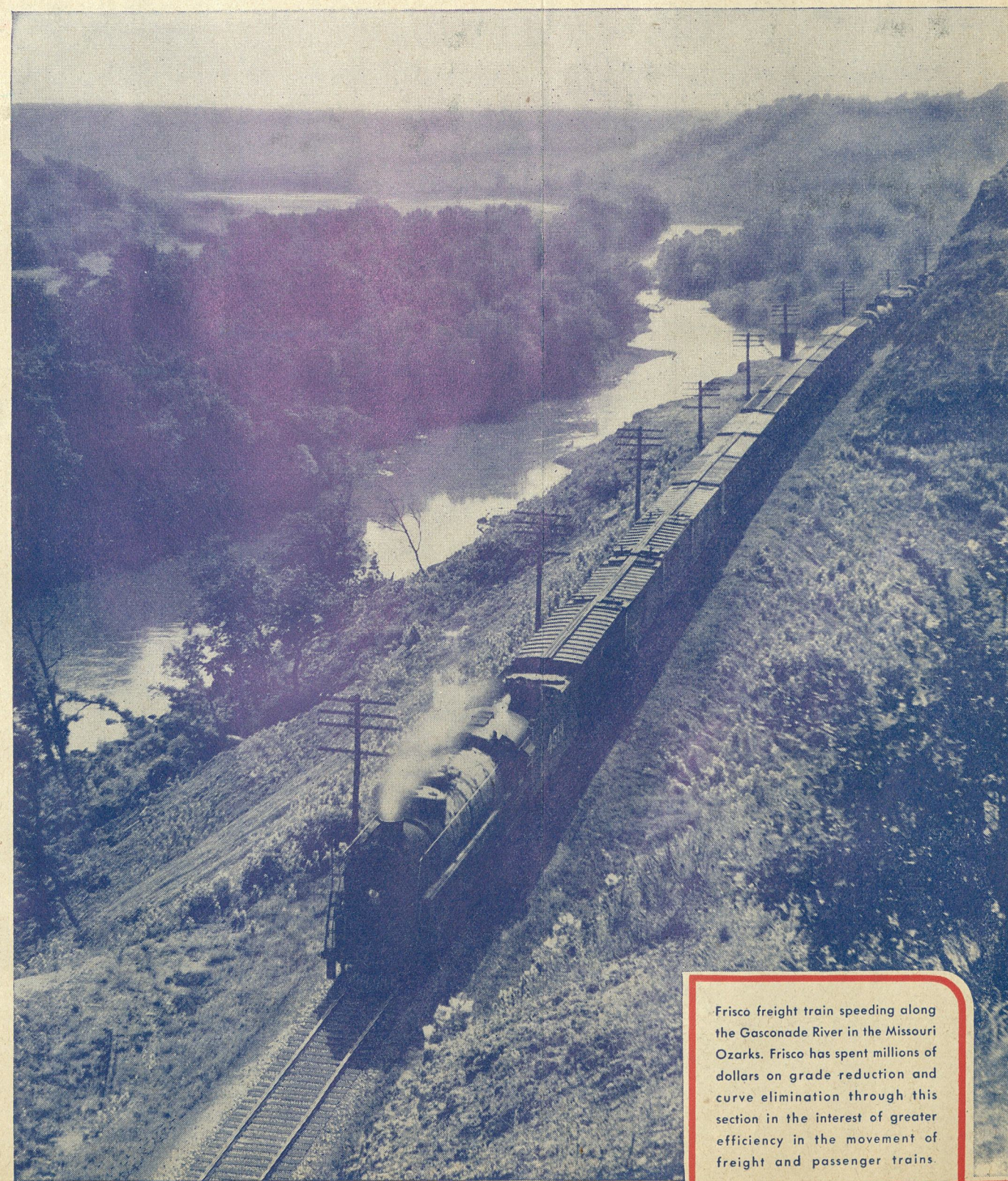
A magnificent Northern makes a station stop with the "WILL ROGERS" at Salulpa, Okla.
The final engines built for the Frisco, nos 4515-4524, were constructed by Baldwin 1943
c/n 69735

THE WILL ROGERS

... between St. Louis and Oklahoma

123

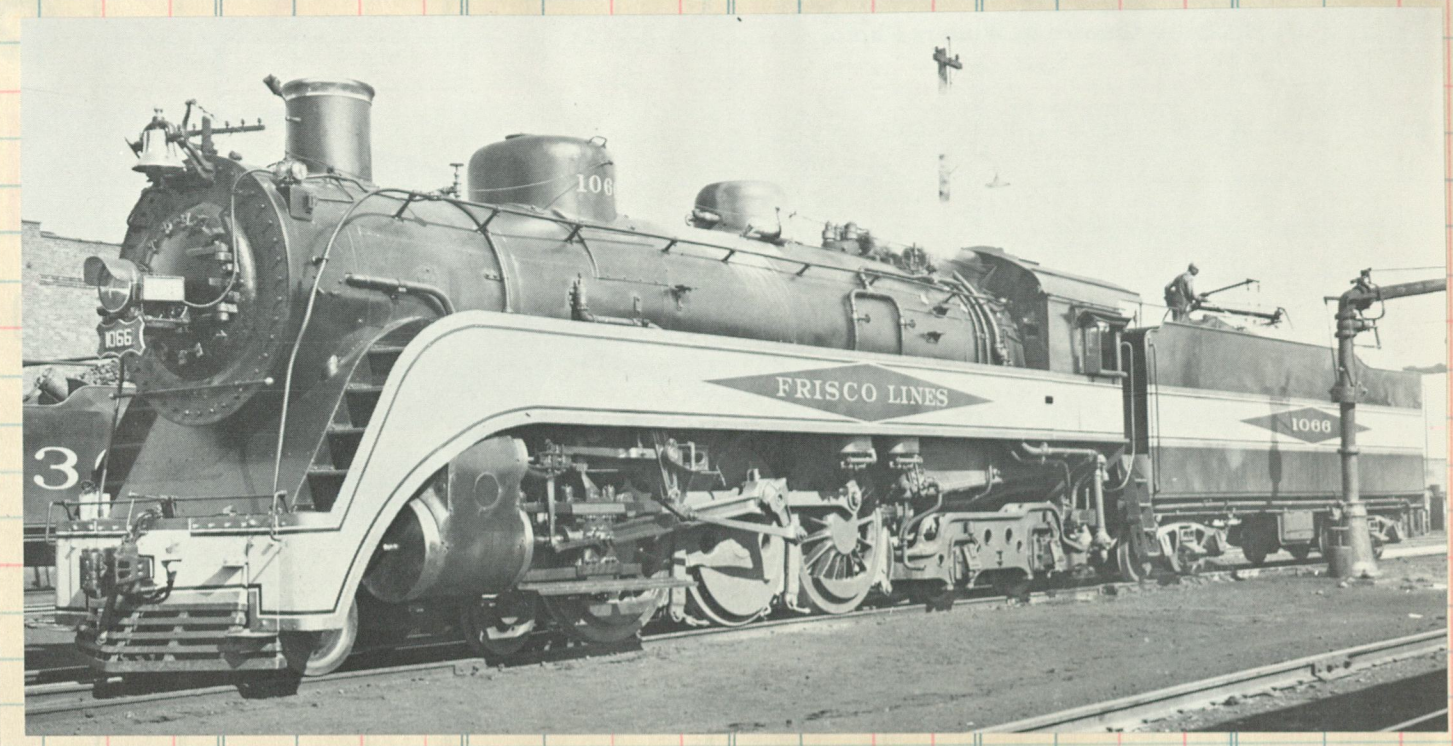
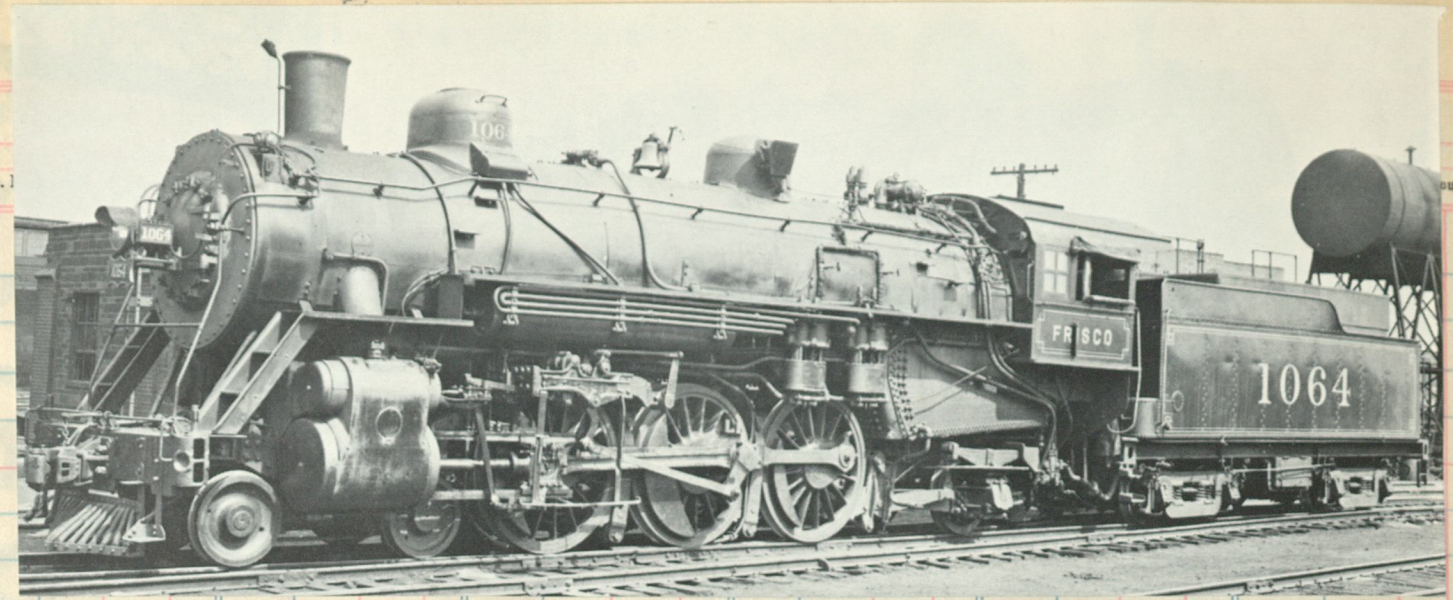
Nos. 3 and 4—THE WILL ROGERS.
Air-Conditioned Drawing-room Sleeping Cars—
(Open for occupancy at St. Louis 9:30 p.m.)
St. Louis to Oklahoma City (eastbound on No. 10).
St. Louis to Joplin (eastbound on No. 10).
St. Louis to Fort Smith (eastbound on No. 10).
St. Louis to Springfield (eastbound on No. 10). (Occupy at Springfield until 8:00 a.m.)
Oklahoma City to Chicago, arriving Chicago 7:45 a.m., via Alton R.R.
Returns on No. 9. (10 Sections, 1 Drawing-room, 2 Compartments.)
Air-Conditioned Lounge-Diner—
Between St. Louis and Oklahoma City.
Air-Conditioned Chair Cars (Seats Free)
(Open for passengers at St. Louis 10:30 p.m.)
Between St. Louis and Oklahoma City.



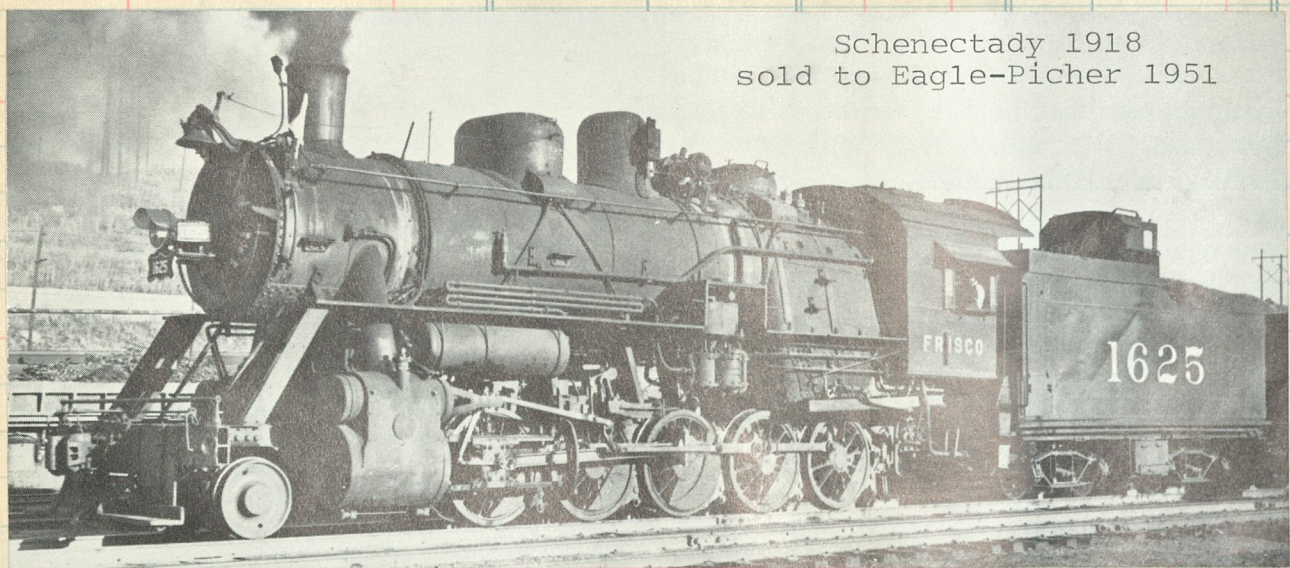
Frisco freight train speeding along the Gasconade River in the Missouri Ozarks. Frisco has spent millions of dollars on grade reduction and curve elimination through this section in the interest of greater efficiency in the movement of freight and passenger trains.



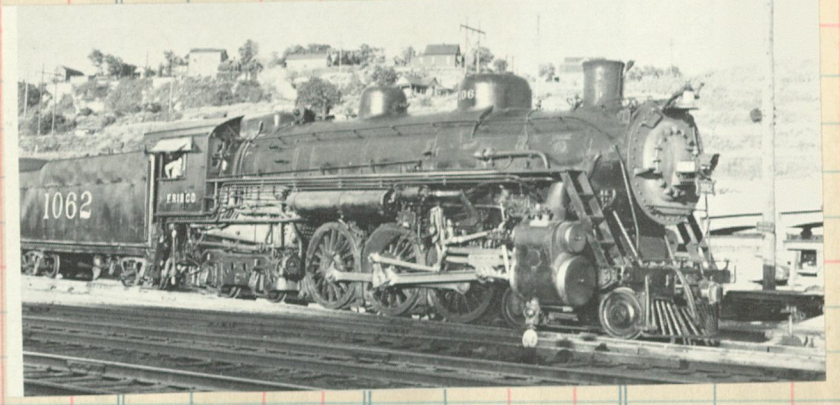
ABOVE: Frisco 1060, a 4-6-4, takes train 5, the *Twin Meteor*, out of Jones, Okla., on March 17, 1946, bound for Oklahoma City, 16 miles away, on the last leg of its overnight run from St. Louis. Train trailed, and carried the head-end revenue of, No. 9, the *Meteor*. The locomotive had been rebuilt from 4-6-2 No. 1060.



The Frisco Hudsons were home made at the Springfield Shops. All rebuilt from 4-6-2's 1937-41 but carried same road numbers. Originally built by Baldwin 1917 noed 1060-1069. It is interesting to note the improvement in appearance after the superfluous skirt-ing had been removed.



Schenectady 1918
sold to Eagle-Picher 1951



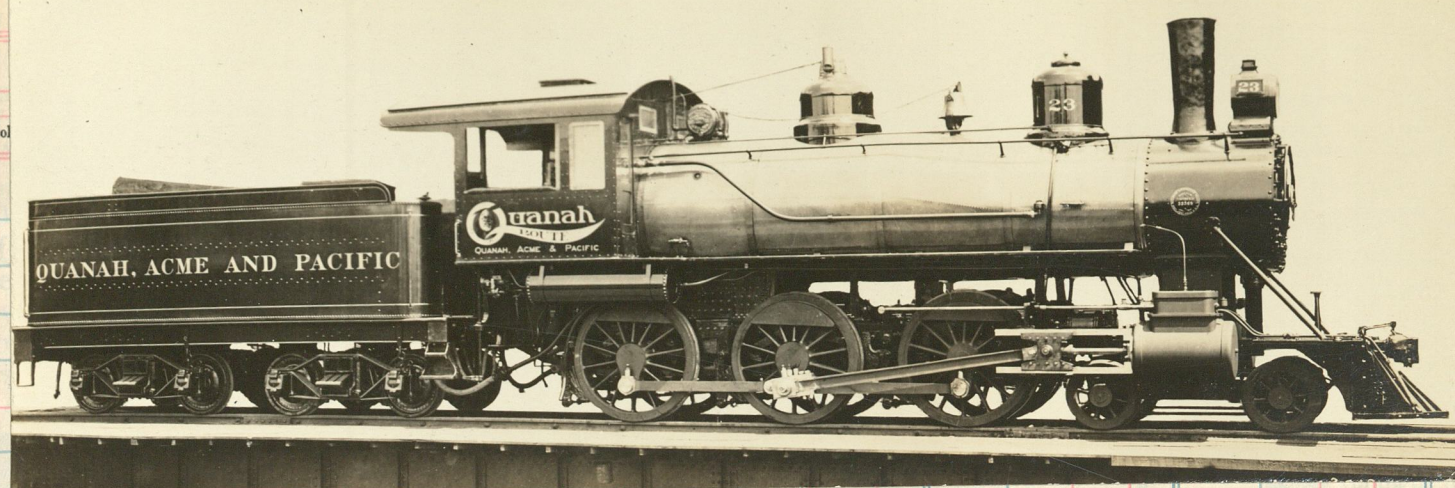
Richmond 1918 c/n 58836 Don Smith.

Northbound Frisco No. 20, a local from Springfield, Mo., to Kansas City over a secondary line, speeds through the Missouri hills near Dodson. Subbing for the regular Pacific when this photo was made in 1949 is No. 1621, a big Decapod built for Russia but never delivered.

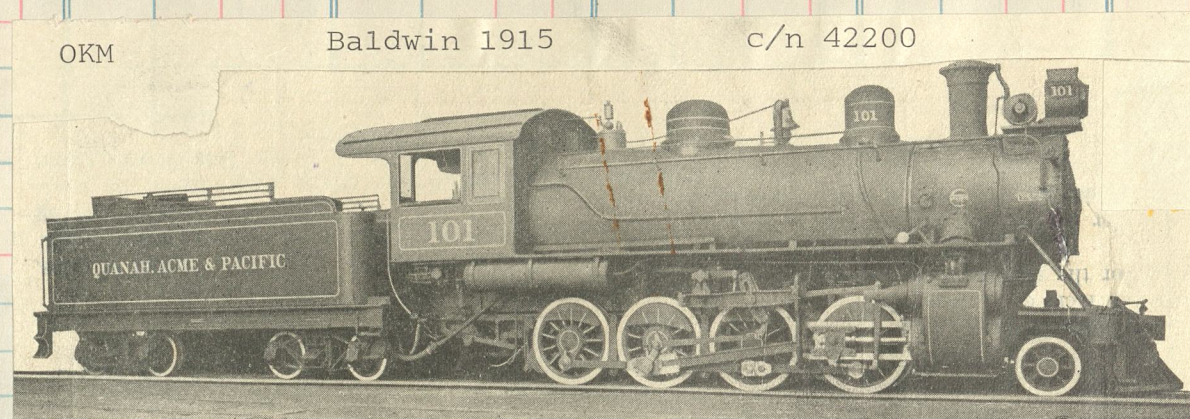


All-Steel Freight Cars
Built to meet the Hardest Service Conditions
STEEL CASTINGS - FORGINGS - PRESSINGS
Tennessee Coal, Iron & Railroad Company
General Offices: Brown-Marx Building, Birmingham, Alabama 1923

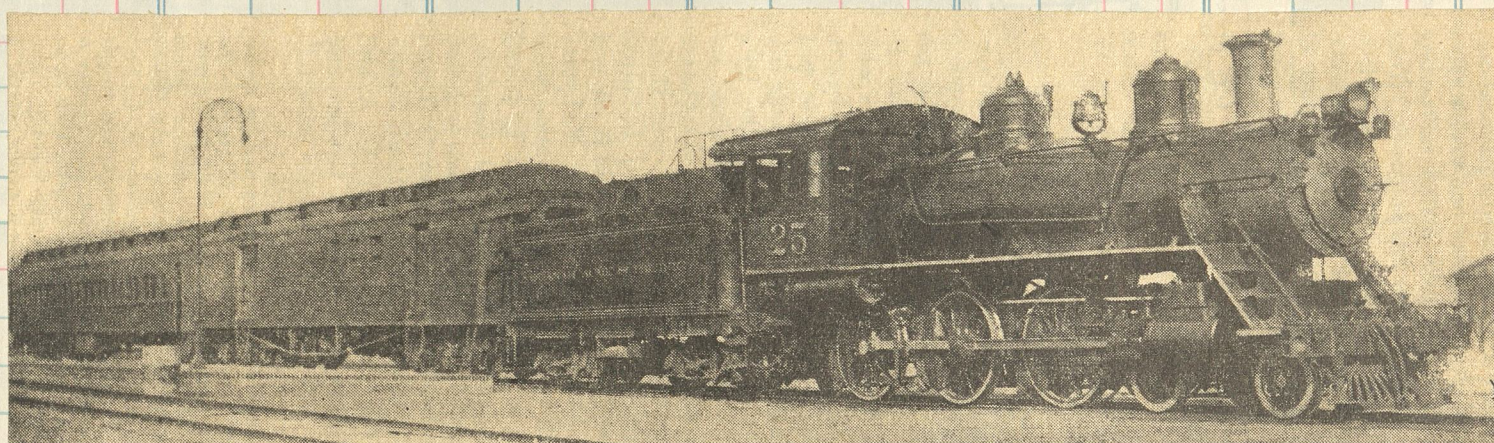
Clos. No.	Sold	Amount	Clos. No.	Sold
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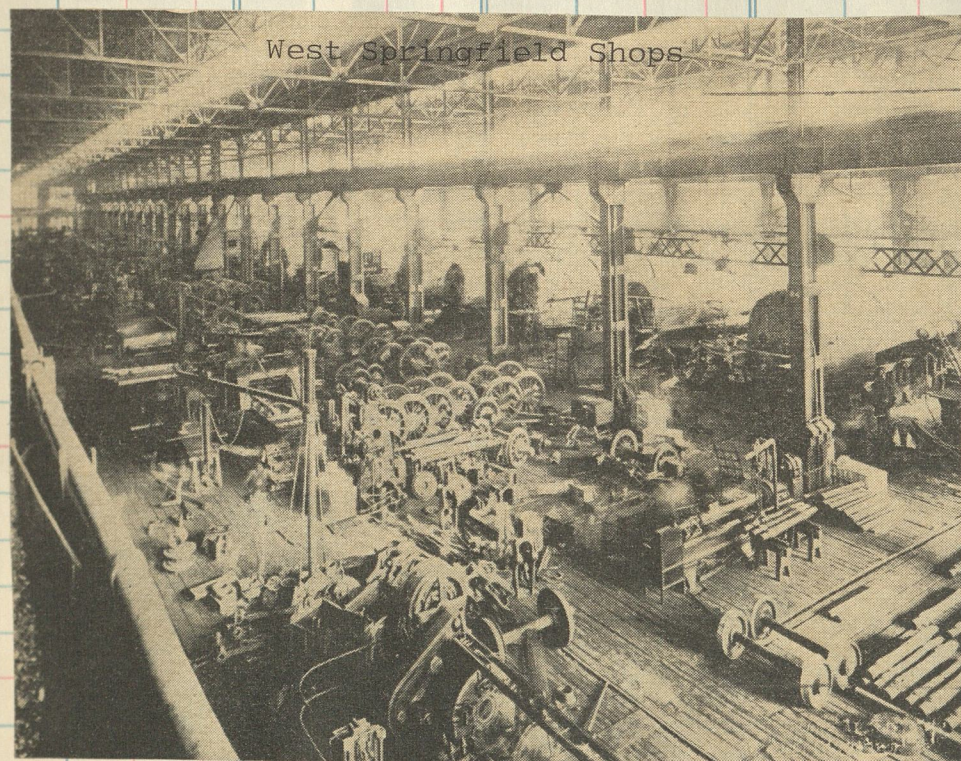
Ordered as the Acme, Red River & Northern #23,
delivered as QA&P #23 by Baldwin 1909 c/n 33365



OKM Baldwin 1915 c/n 42200



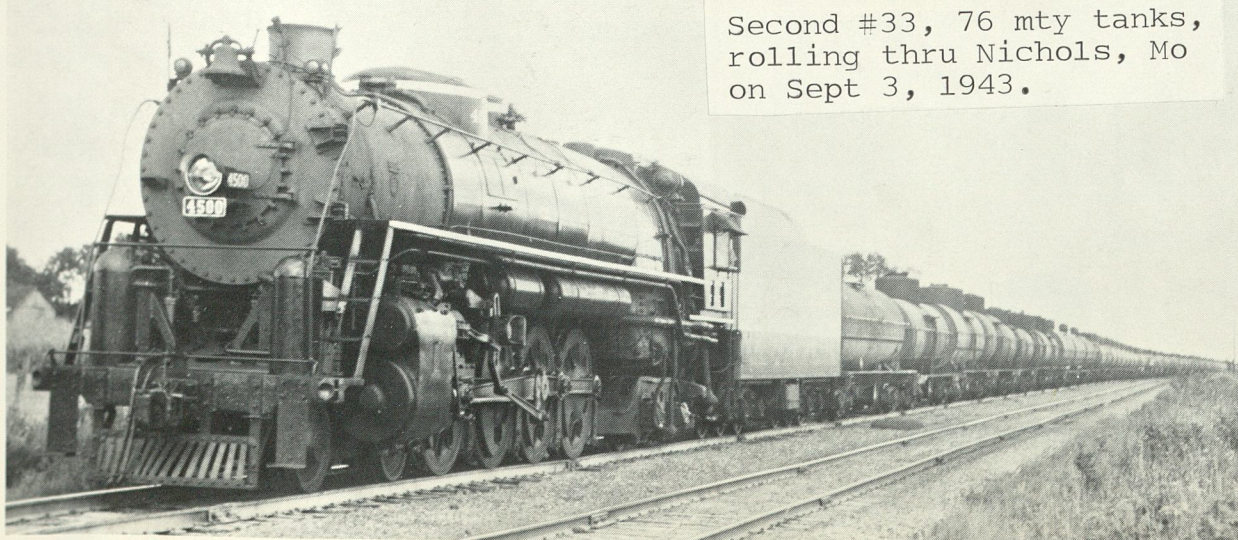
The Plainsman, two-car train of the 130-mile Quanah, Acme & Pacific. Engine built 1910 by Baldwin c/n 34523



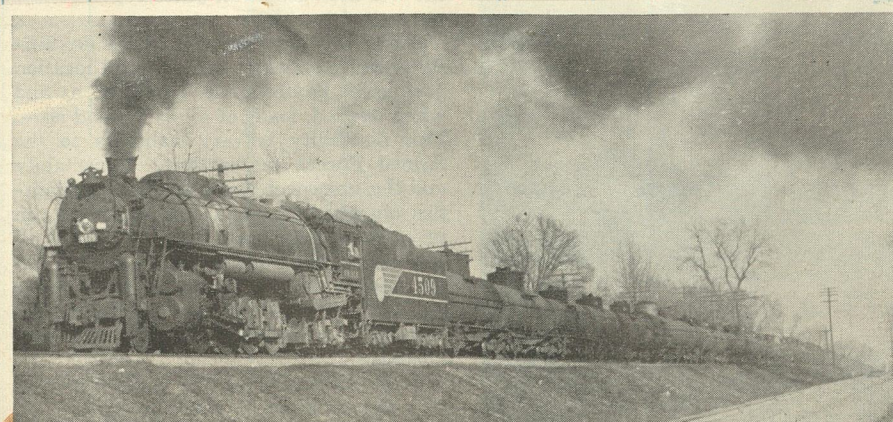
West Springfield Shops



Trn 710 departing Van Buren



Second #33, 76 mty tanks,
rolling thru Nichols, Mo
on Sept 3, 1943.

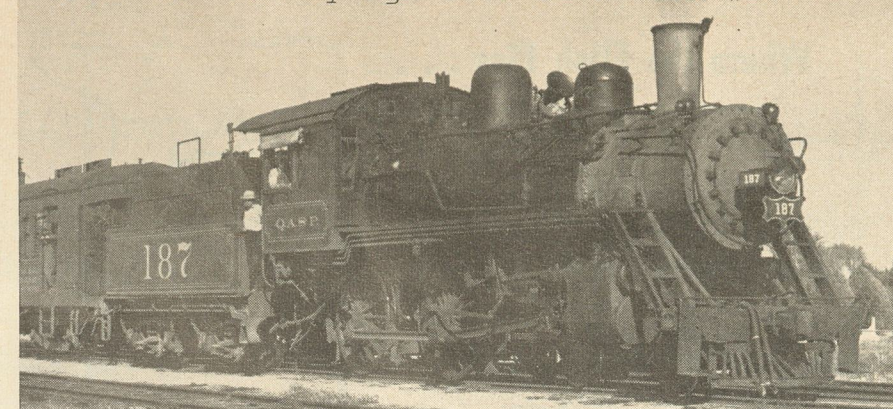


William Barham

★ **Capacity:** from zero to 42 million gallons of oil a day

NO OTHER TRANSPORT has demonstrated the railroad's proven ability to absorb vast increases in traffic with little or no additional investment in physical plant. When subs evaporated coastal tanker fleet in World War II, rail tank-car oil deliveries bounded from virtually zero to 42 million gallons daily.

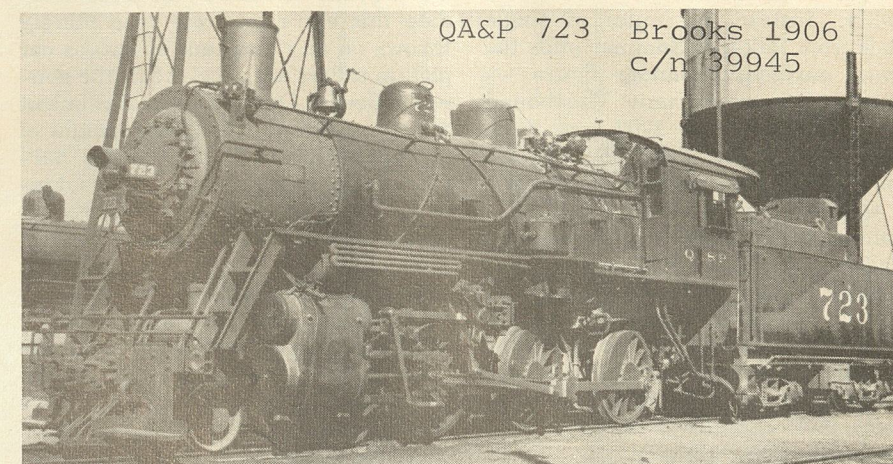
QA&P 187 b1t by Pqh 1899 as KCFS&M #37



Preston George

AT THE END of a run, Frisco hand-me-down 4-4-0 187 pulls into Quanah in 1948.

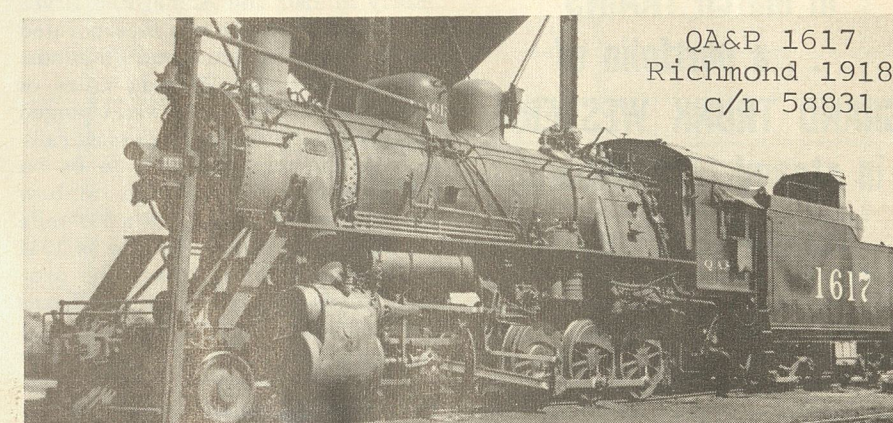
Frisko supplied steam power too



Brooks 1906
c/n 39945

Everett L. DeGolyer Jr.

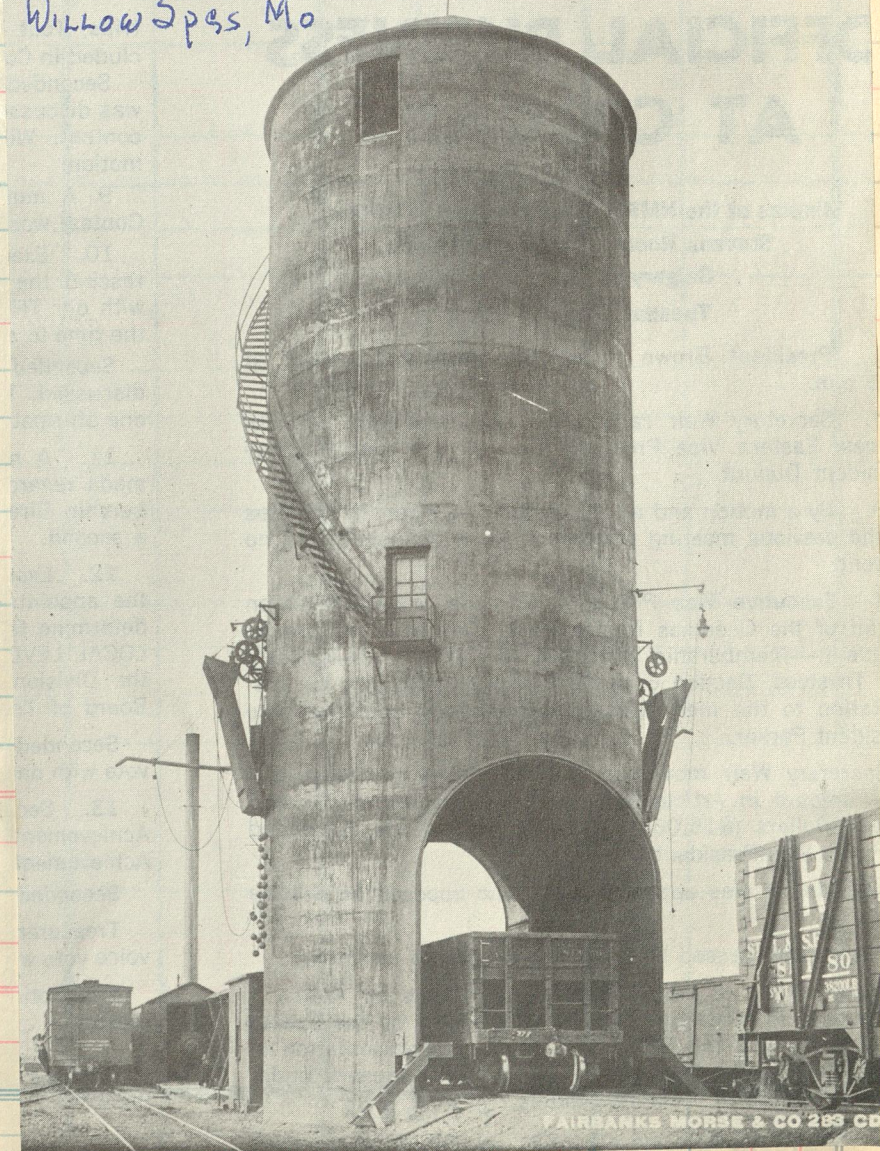
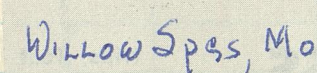
FRISCO roster also listed Brooks Ten-Wheeler as No. 723 before she went to QA&P.



QA&P 1617
Richmond 1918
c/n 58831

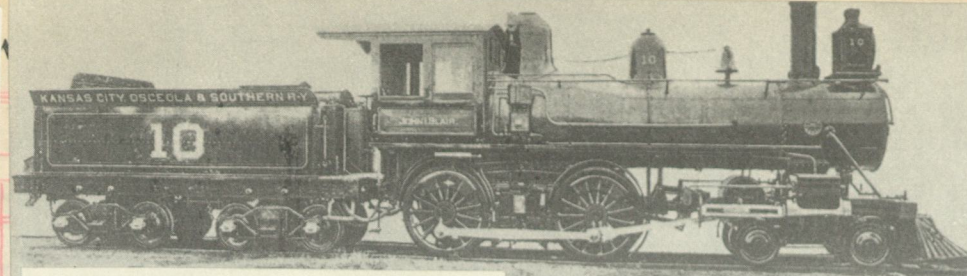
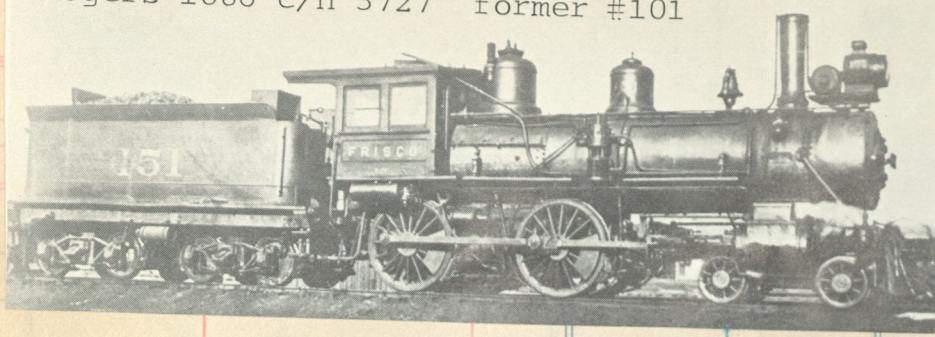
Everett L. DeGolyer Jr

DECAPOD No. 1617, at Quanah in 1950, was originally built for the Russian government.

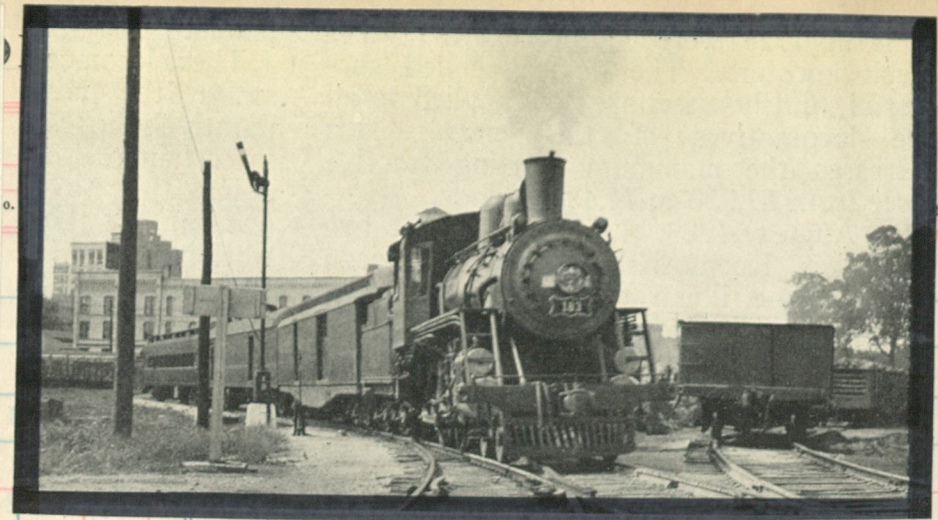


FAIRBANKS MORSE & CO 283 CD

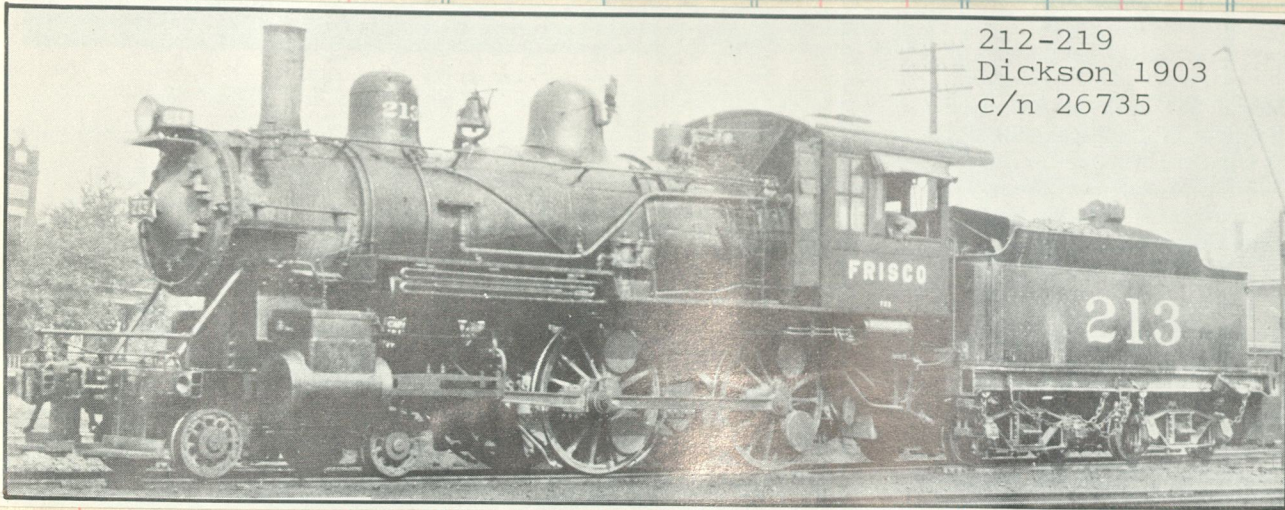
Rogers 1886 c/n 3727 former #101



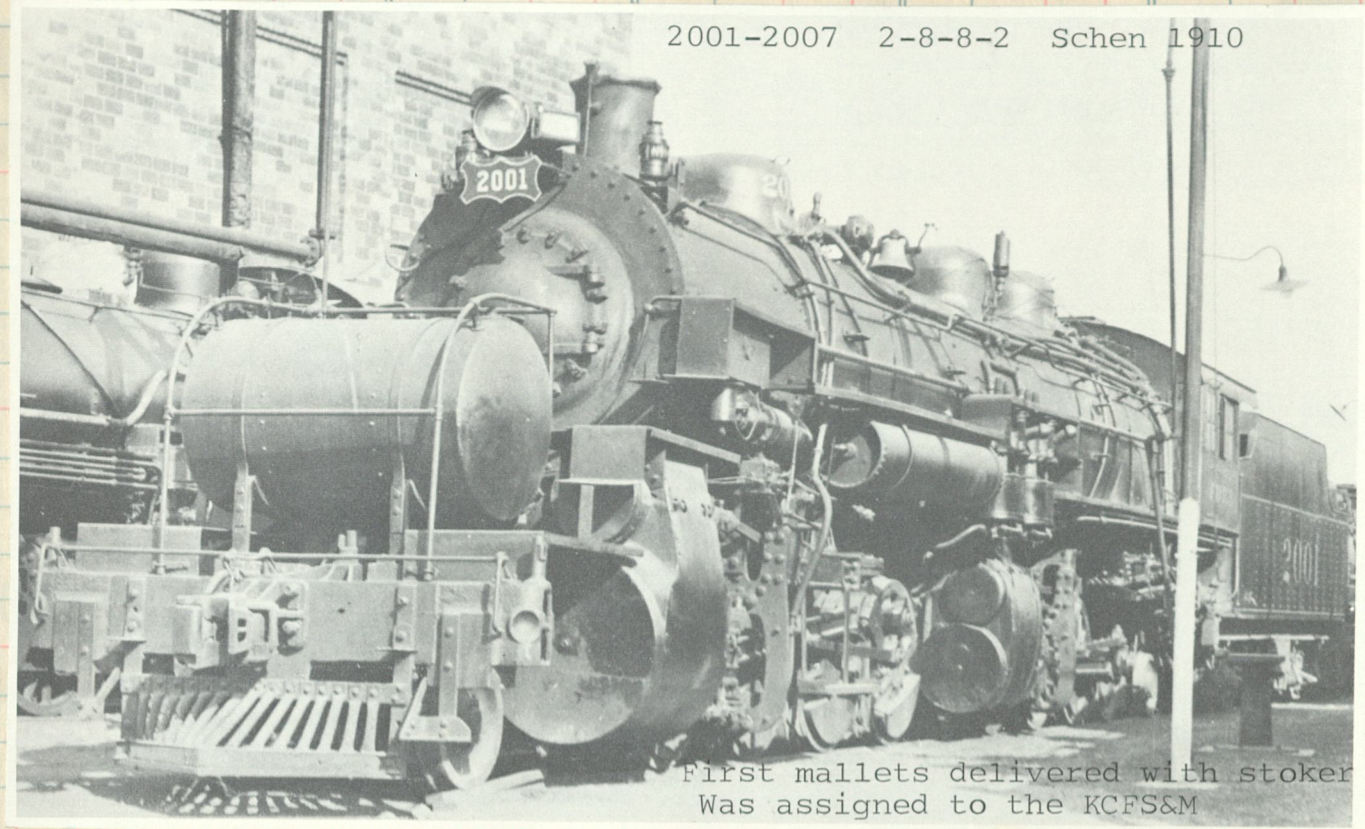
KANSAS CITY, OSCEOLA & SOUTHERN R.V. Eng. 10 was named the JOHN I. BLAIR. Built by Cooke in 1894, she later became St. Louis & San Francisco's No. 44, later renumbered 94, c/n 2266



Clos. No. Sold Amount



212-219
Dickson 1903
c/n 26735

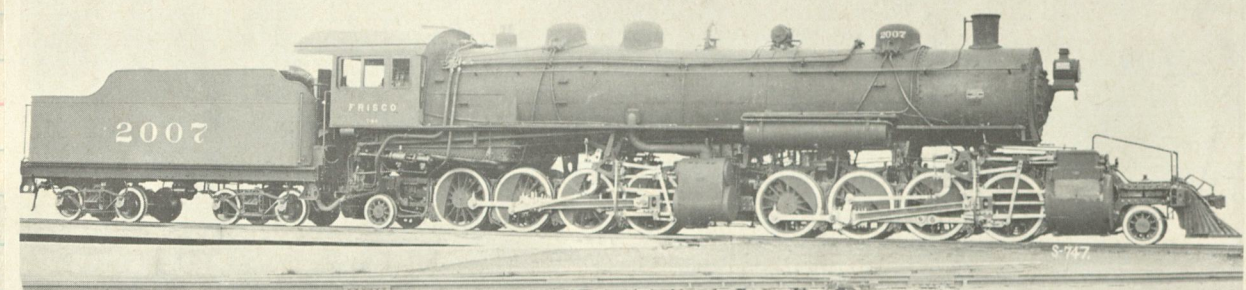


2001-2007 2-8-8-2 Schen 1910

First mallets delivered with stoker
Was assigned to the KCFS&M

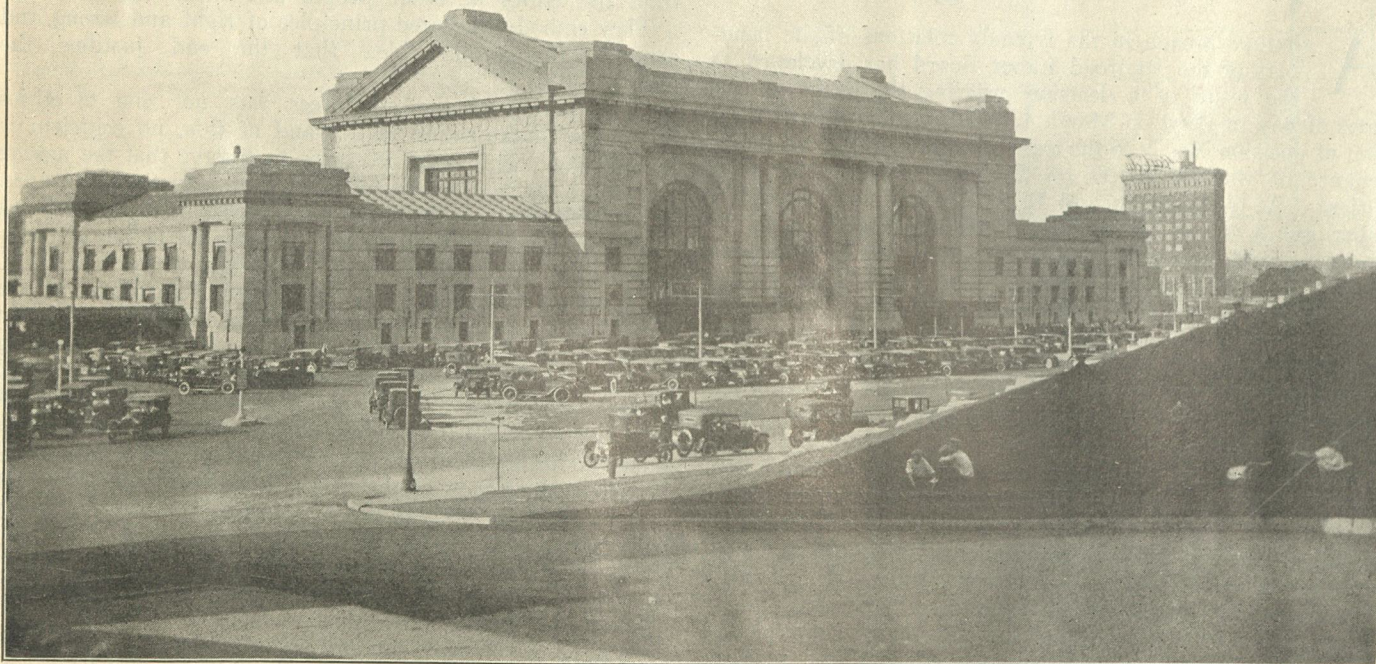


Manchester 1880 c/n 823
ex KCFTS&G #29
ex KCFTS&M #29



St. Louis & San Francisco c/n 48735 2007 2-8-8-2 1910 57" 209T-75T

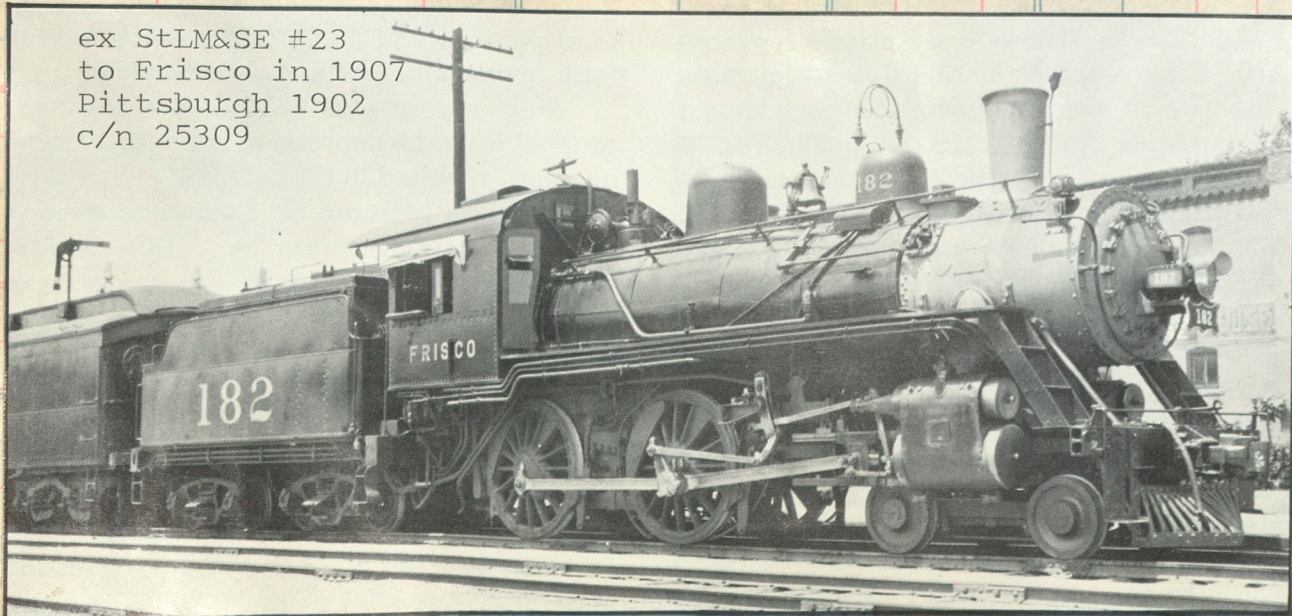
Served by StL-SF, Santa Fe, Burlington, Alton, Milwaukee, Wabash, U.P., Rock Island, C.G.W., MoP, M-K-T, K.C.S.



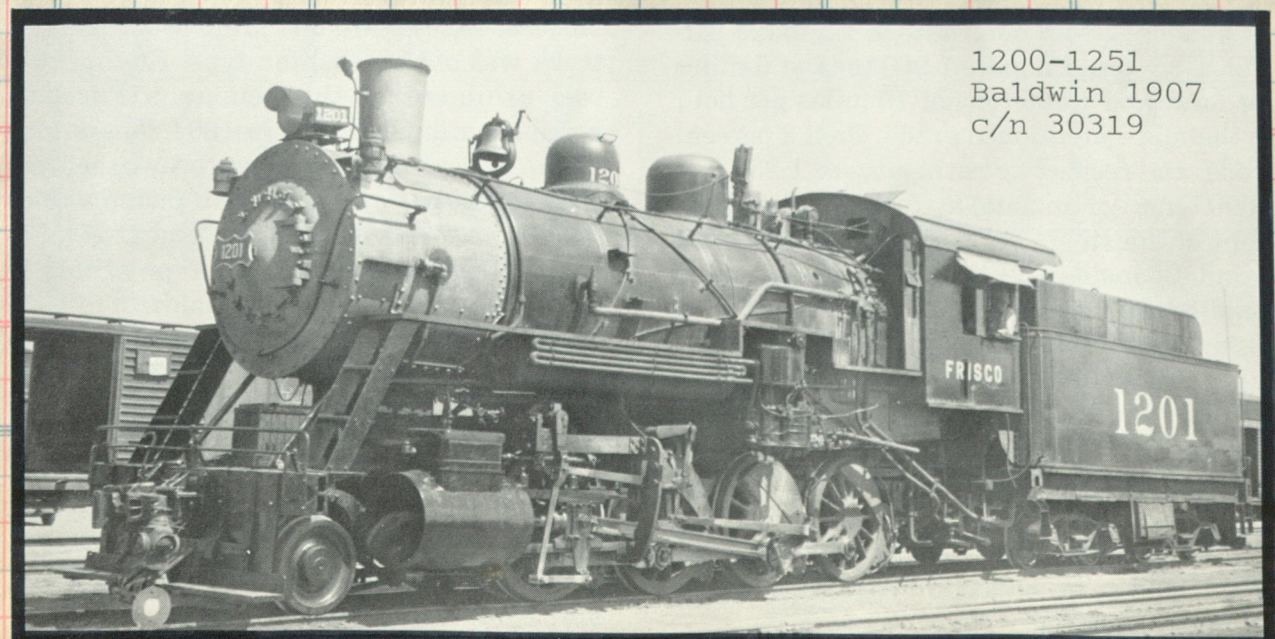
A Recent Photograph of the Kansas City Union Station (1923)



956-965
Dickson 1902
c/n 26232
ex StLM&SE #274

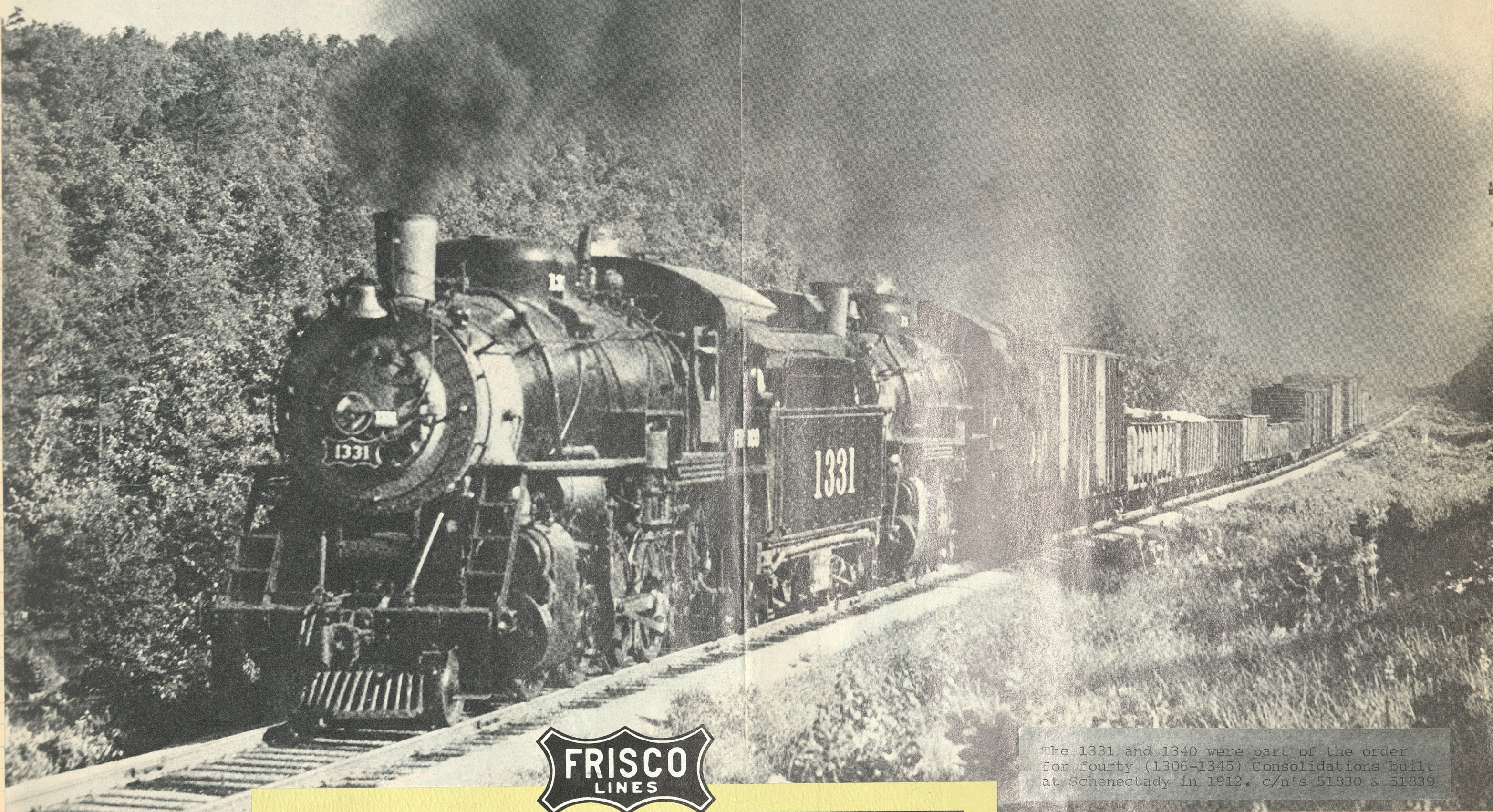


ex StLM&SE #23
to Frisco in 1907
Pittsburgh 1902
c/n 25309



1200-1251
Baldwin 1907
c/n 30319

FRISCO 2-8-0's 1331 and 1340 climb Winding Stair Mountain north of Talihina, Okla., with 15 cars on June 1, 1948. Helper 1331 cut off at the top of the grade and returned to Talihina. This was Frisco's main line to Texas (through Fort Smith, Ark., to Paris) until 1901, when the line south from Tulsa to Fort Worth-Dallas was completed. It might be abandoned account thin traffic.



The 1331 and 1340 were part of the order for forty (1306-1345) Consolidations built at Schenectady in 1912. c/n's 51830 & 51839

#1105
Springfield



KANSAS CITY-FLORIDA SPECIAL

The Night Train to History

No. 105—KANSAS CITY-FLORIDA SPECIAL.
Air-Conditioned Drawing-room Sleeping Cars—
Kansas City to Miami—10-Sections, 1 Drawing-room, 2
Compartments.
Kansas City to Jacksonville—10-Sections, 1 Drawing-room,
2 Compartments. (May be occupied until 7:30 a.m.)
Air-Conditioned Lounge Cars—
Kansas City to Miami.
Air-Conditioned Chair Cars and Coaches—
Kansas City to Birmingham.
Birmingham to Jacksonville.
Air-Conditioned Dining Cars.

Missouri Pacific Railroad Company
Gulf Coast Lines
International-Great Northern Railroad



"A Service Institution"

ST. LOUIS
MOST CONVENIENT
GATEWAY
FOR TRAVELERS TO AND
FROM **THE WEST**
... **SOUTHWEST**

NO CHANGE OF STATIONS
NO STEPS TO CLIMB



L. W. Baldwin

ST. LOUIS GATEWAY TO AND FROM THE WEST - SOUTHWEST



Looking East on Market Street . . . Saint Louis . . . Missouri Pacific General Office Building at left.

28 MISSOURI PACIFIC TRAINS
SERVE ST. LOUIS EVERY DAY



Missouri Pacific



An impressive Pacific makes a stirring scene as she accelerates Trn #15 away from Tower Grove. The last group of 4-6-2's to be constructed at the Brooks plant, (St.L.B. & M.) 1156-1161 c/n's 67305-67310, delivered in June of 1927.

No. 15-105
Missouri Pacific Observation Parlor Car—St. Louis to Kansas City—Wichita [2g].
Missouri Pacific Dining Coach—St. Louis to Kansas City.
Missouri Pacific Dining Parlor Car—Kansas City to Omaha.
Coach Equipment—St. Louis to Kansas City, Kansas City to Omaha, Union to Lincoln, Kansas City to Wichita.
Oil-burning Locomotive—St. Louis to Kan. City.



TOWER GROVE STATION

- A centrally situated Missouri Pacific Station, maintained for your convenience—to save time at the start or the finish of your journey.
- Tickets sold, Pullman reservations held and baggage checked for Tower Grove passengers.
- Street car and bus line service from all directions—a regular stop for Sarah Car (No. 42) and Lindenwood Bus (No. 92).
- Taxi fares less from almost every section of St. Louis.

FOUR OTHER CONVENIENT NEIGHBORHOOD STATIONS:
Broadway, Maplewood, Webster Groves, Kirkwood



ON VANDEVENTER HALF-BLOCK EAST OF TOWER GROVE AVE.

No Stairs to Climb at TOWER GROVE STATION



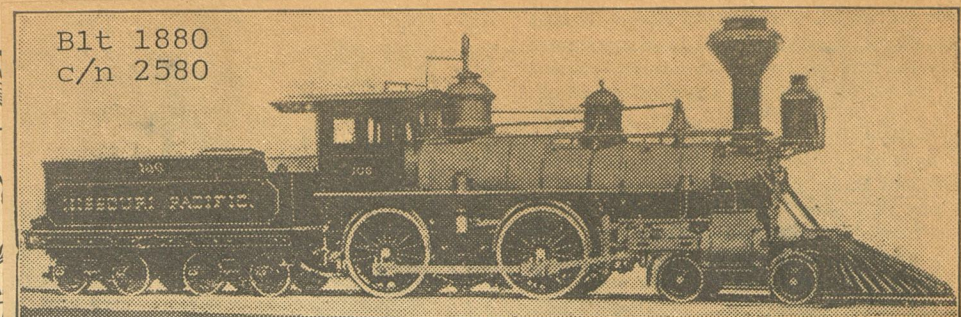
YOU CAN RIDE up to sidewalk level on a modern moving stairway—another good reason for using this convenient, centrally-situated passenger station, a regular stop for all Missouri Pacific trains to and from St. Louis.

Tables 1 and 16 show connections at Tower Grove.

ON VANDEVENTER HALF-BLOCK EAST OF TOWER GROVE AVE.

Scenic Route . . CALIFORNIA ROYAL GORGE or MOFFAT TUNNEL FEATHER RIVER CANYON

Blt 1880
c/n 2580



No. 106, an Old-Time Eight-Wheeler Built by Rogers for the Missouri Pacific

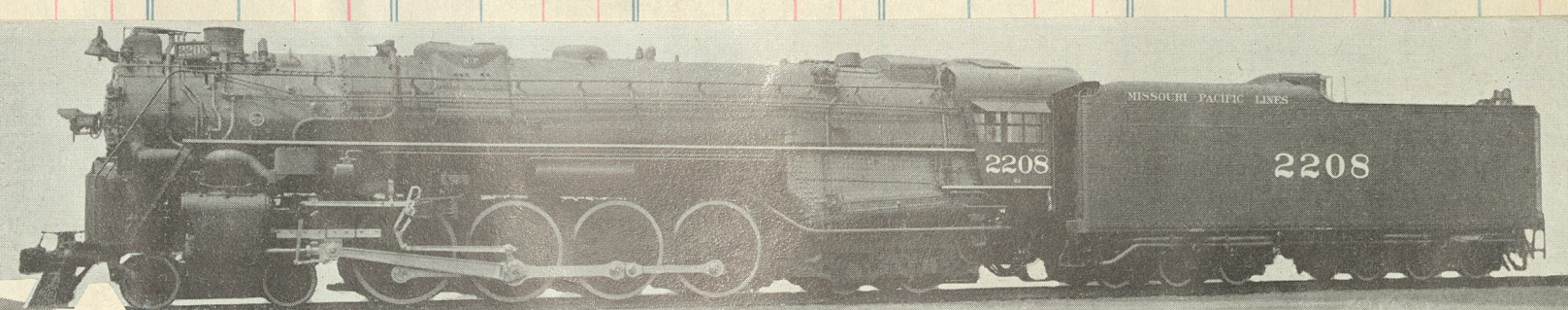
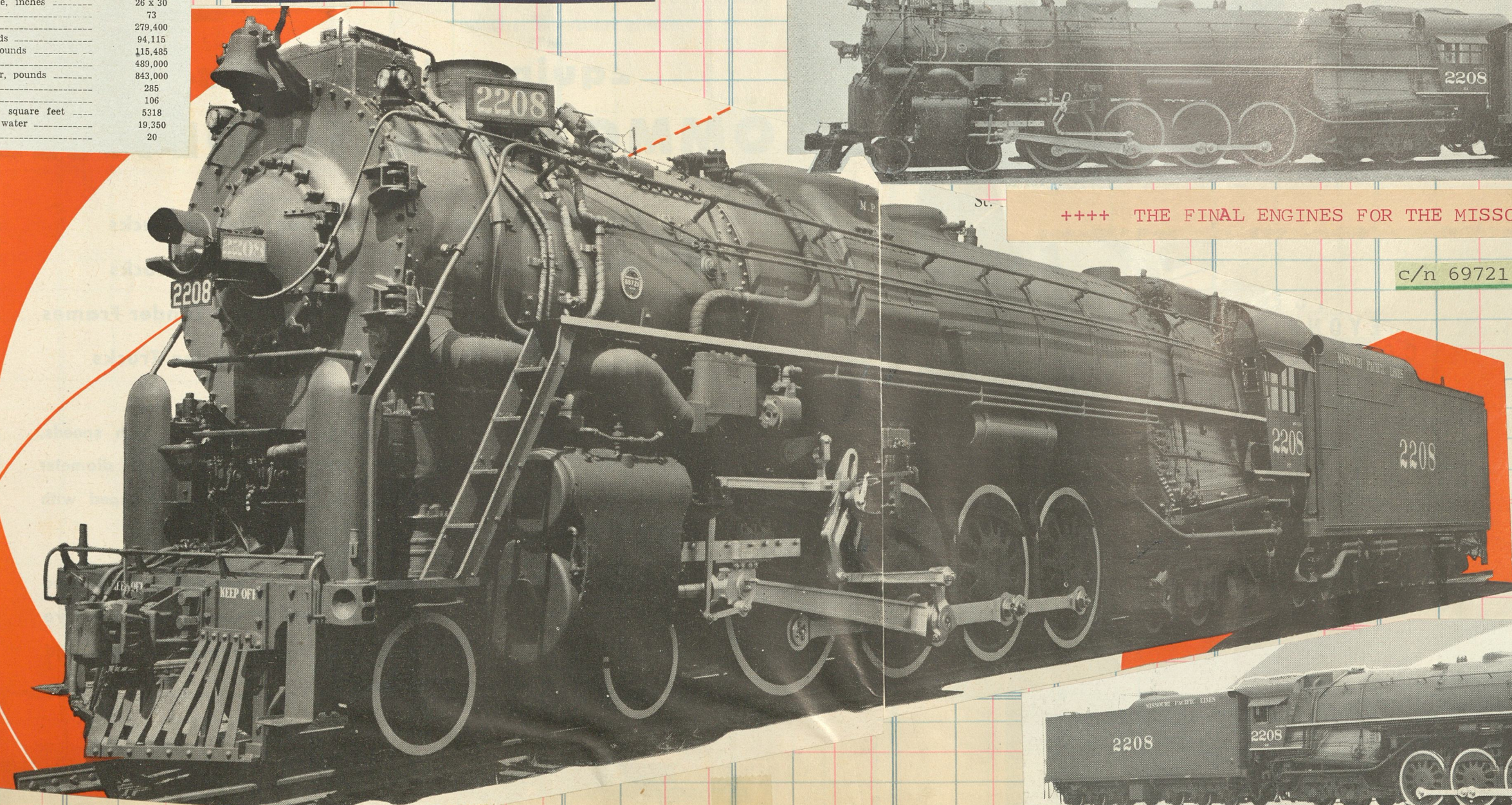


Sunshine Route SOUTHWEST TEXAS—MEXICO SOUTHERN CALIFORNIA

Specifications:

Road classification	N-73
Road numbers	2201-2215
Date built	1943
Tractive effort, pounds	67,200
Cylinder diameter and stroke, inches	26 x 30
Driver diameter, inches	73
Weight on drivers, pounds	279,400
Weight on pilot truck, pounds	94,115
Weight on trailing truck, pounds	115,485
Weight of engine and tender, pounds	489,000
Weight of engine, pounds	843,000
Steam pressure, pounds	285
Grate area, square feet	106
Evaporative heating surface, square feet	5318
Tender capacity: Gallons of water	19,350
Tons of coal	20

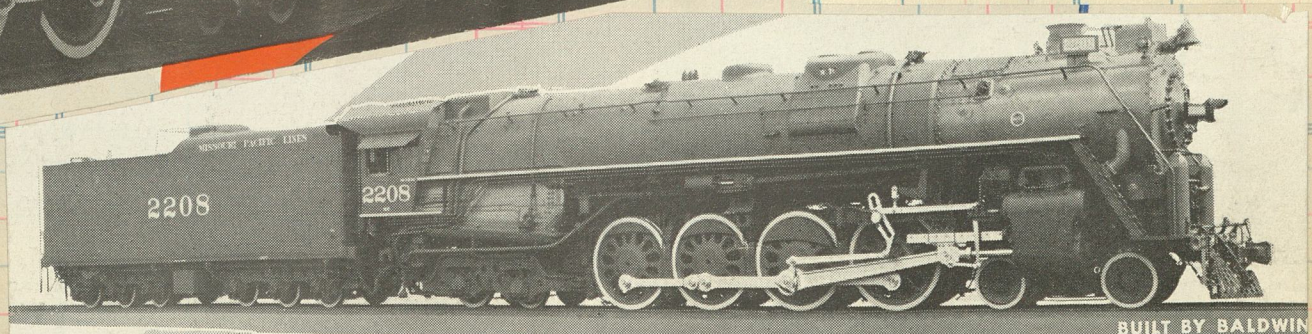
TRAVELED



++++ THE FINAL ENGINES FOR THE MISSOURI PACIFIC ++++

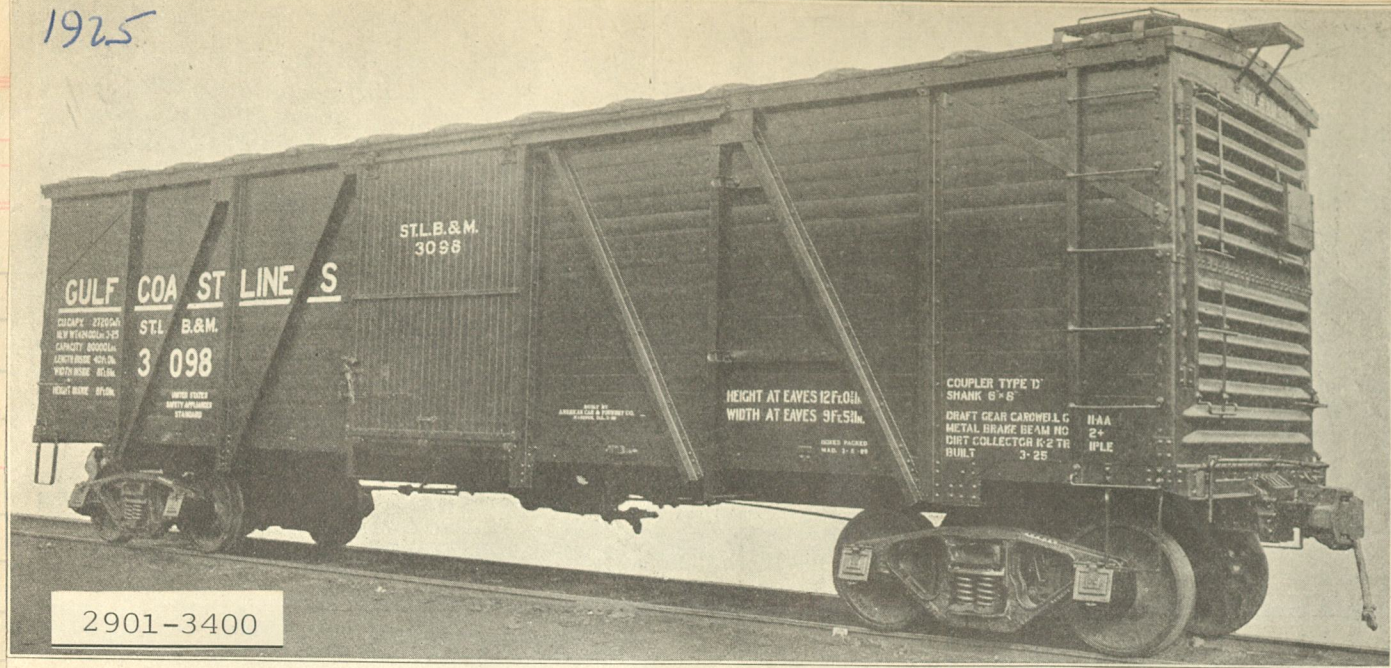
c/n 69721

By 1942 the M. P. was in desperate need for additional power, movement of tonnage was increasing by the hour. To ease the problem Baldwin delivered in summer of 1943 fifteen (2201-2215) of these Northern beauties for the St Louis-Kansas City run.



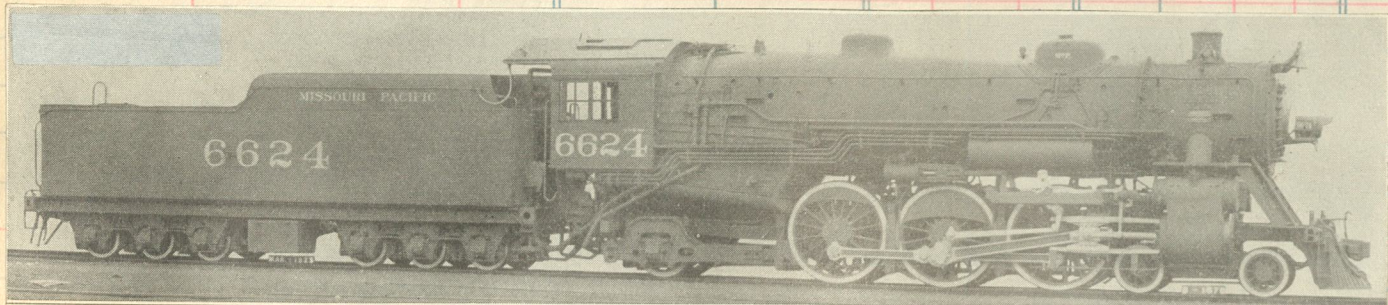
BUILT BY BALDWIN

1925



2901-3400

40-Ton Single Sheathed Box Car Built by American Car & Foundry Co.



Pacific (4-6-2) Type Passenger Locomotive Built by American Locomotive Co.

Pacifics 6620-6629 delivered by Brooks 1925 c/n 66268



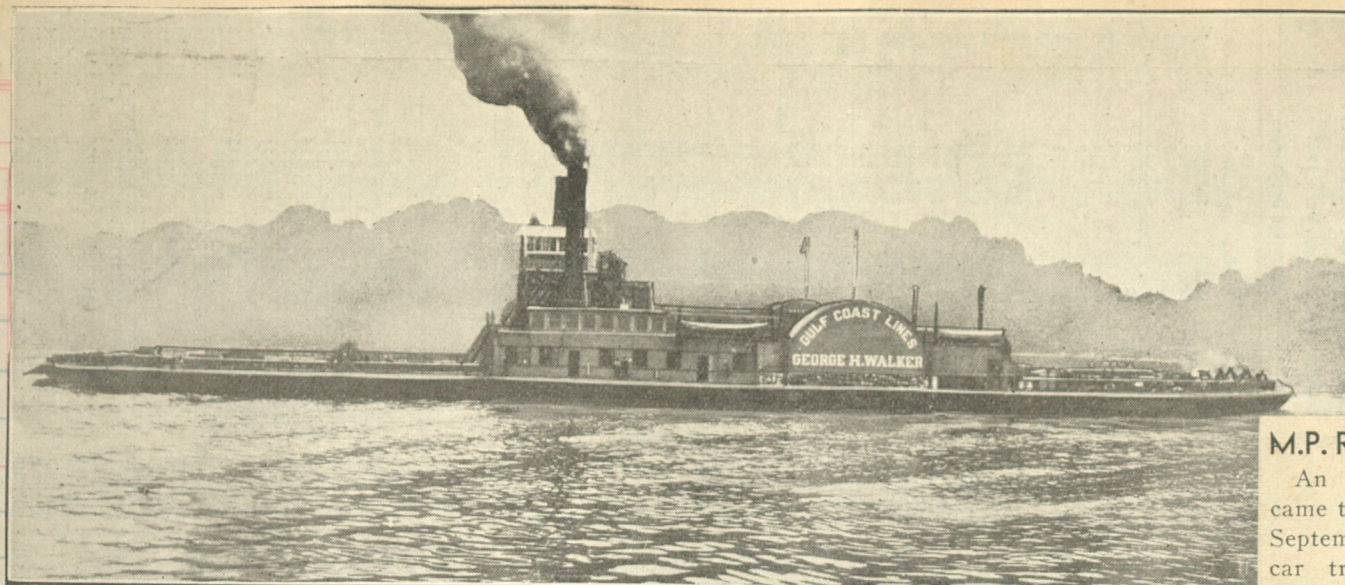
Kirkwood, Mo.



DIVISION POINT for ST. LOUIS TERMINAL AND EASTERN DIVISIONS

Missouri Pacific engine 2125, a 4-8-4, leaves Kirkwood, Mo., with a west-bound freight. She was formerly No. 1902 with 2-8-4 wheel arrangement.

Sold



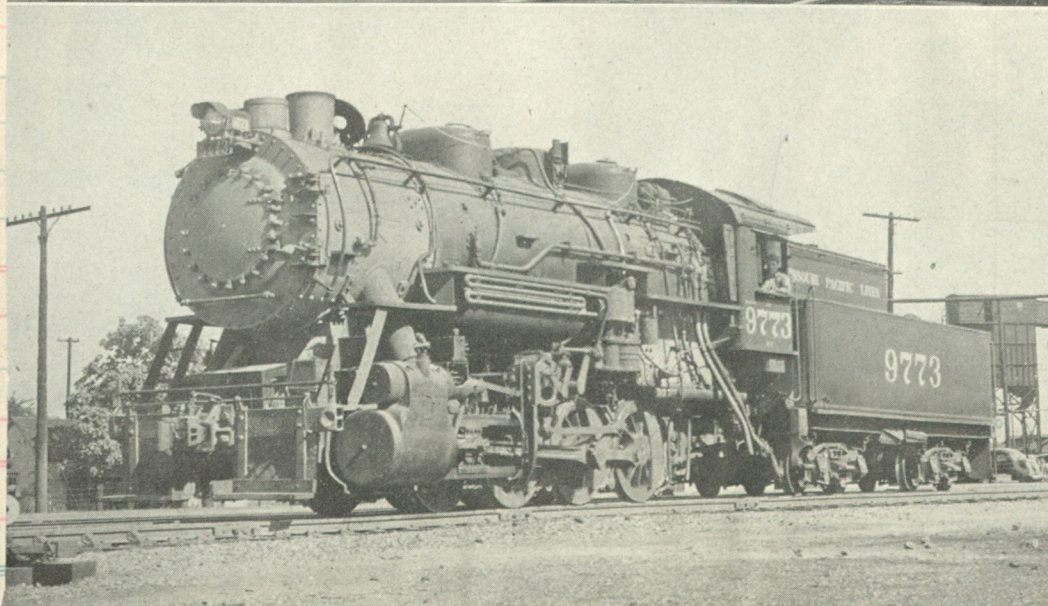
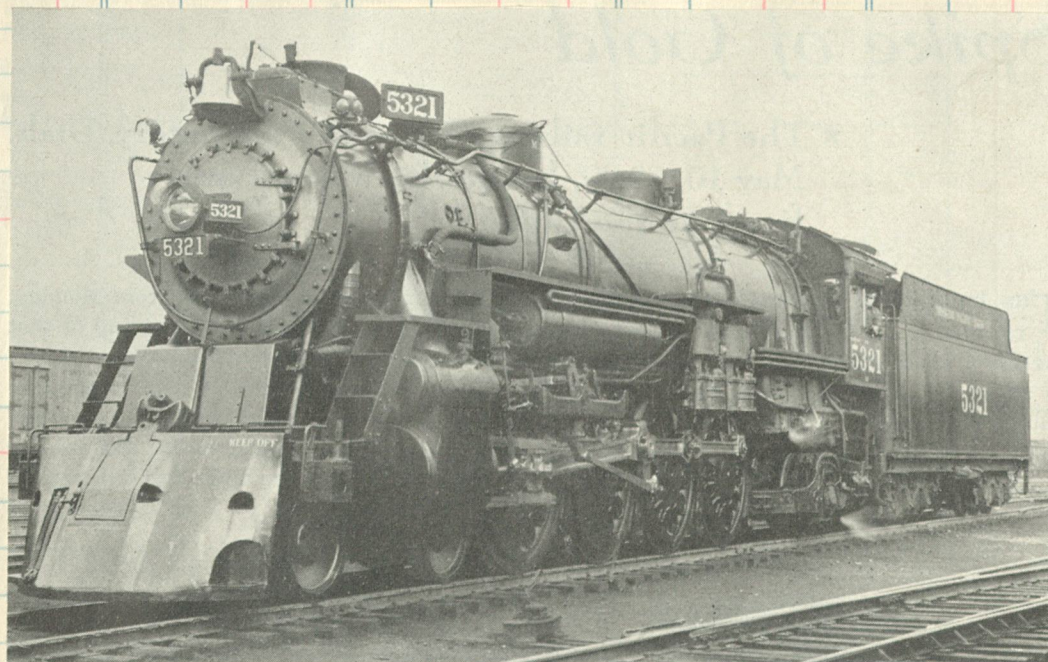
New Mississippi River Car Ferry of the Gulf Coast Lines



c 1915

A Missouri Pacific Dining Car

OKM



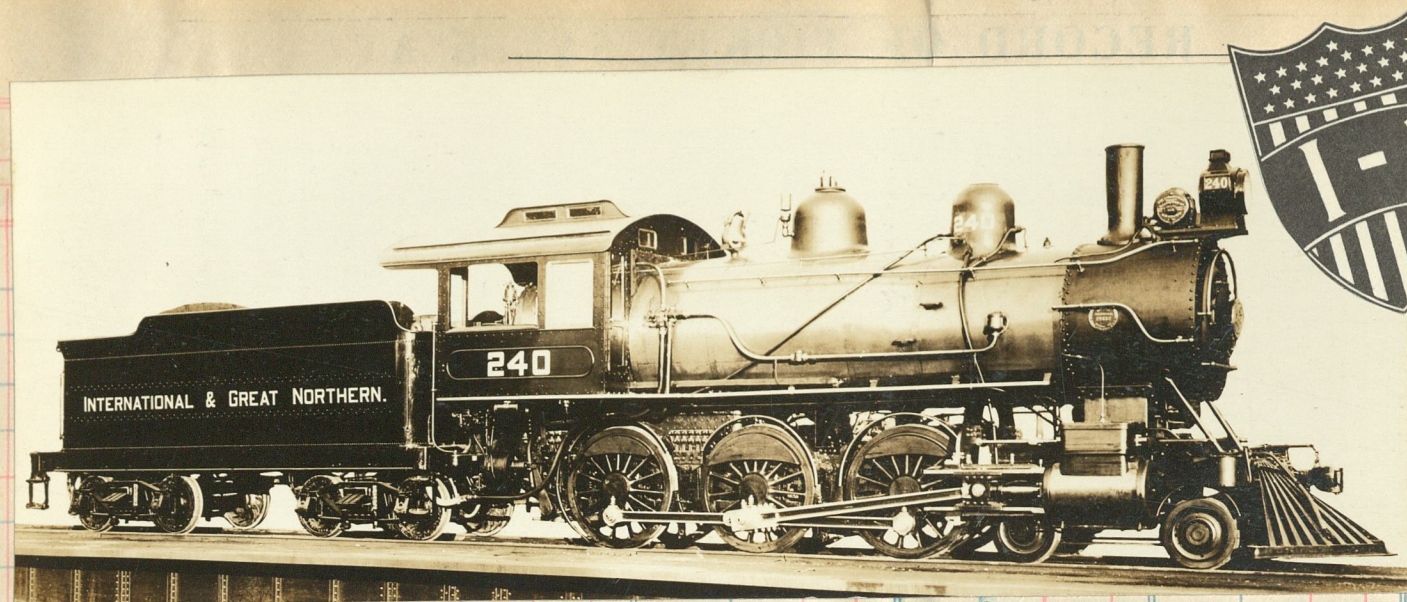
M.P. Retires "George H. Walker"

An era in American railroad came to an end at Baton Rouge, September 2, 1947, when the railroad car transfer steamer "George H. Walker" made its last trip across the Mississippi river bearing the cars of Missouri Pacific Train No. 3, "The Orleanean," en route from New Orleans, La., to Houston, Tex. The transfer boat, according to Army engineers, was the last of its kind in the United States.

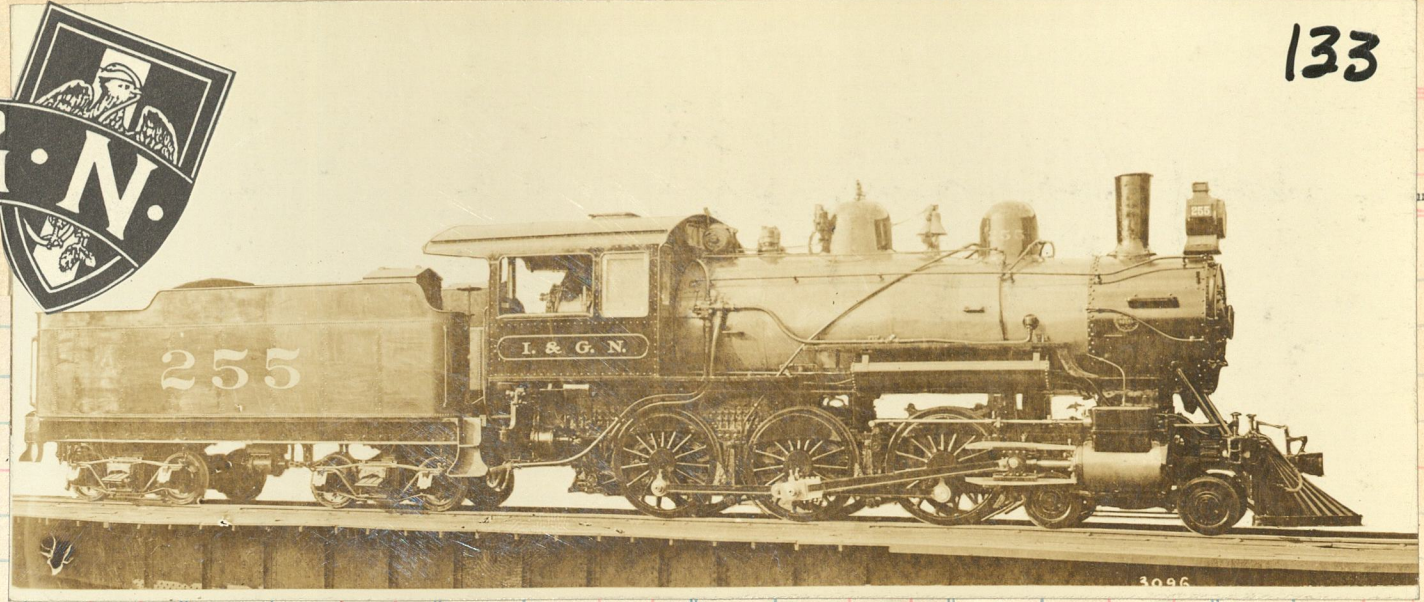
The "Walker" is "for sale," the railroad says. It was launched in 1923 at the Dravo Corp. yard in Pittsburgh, Pa., and at that time was the largest steel hull on the Mississippi and its tributaries. It has logged close to 500,000 miles in almost a quarter century of service, but like the merry-go-round horse, it has never gotten anywhere. Save for the maiden voyage from the launching ways to Baton Rouge and one round trip to New Orleans, all of its mileage has been amassed in approximately 20 round trips daily, year in and year out over the mile-and-a-quarter course between North Baton Rouge and Anchorage, La., on the west bank of the river.

The boat was named for George H. Walker, board chairman of the New Orleans, Texas & Mexico (now a part of the Missouri Pacific Lines) during the early 1920's.

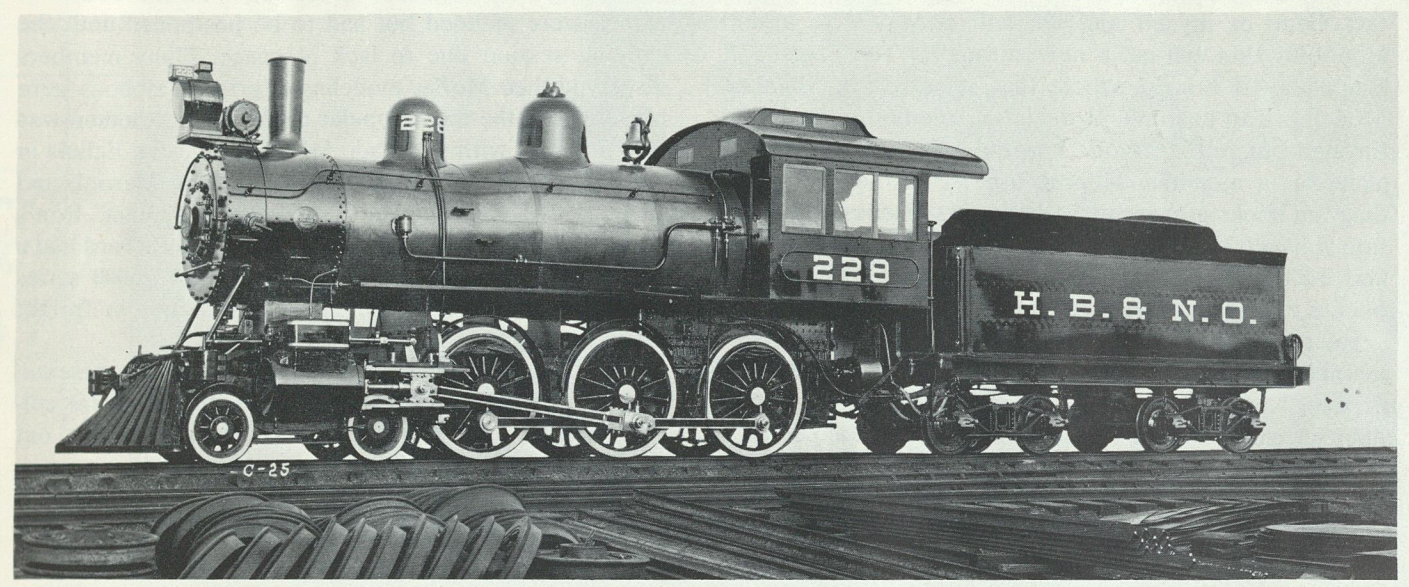
Clos. No. Sold



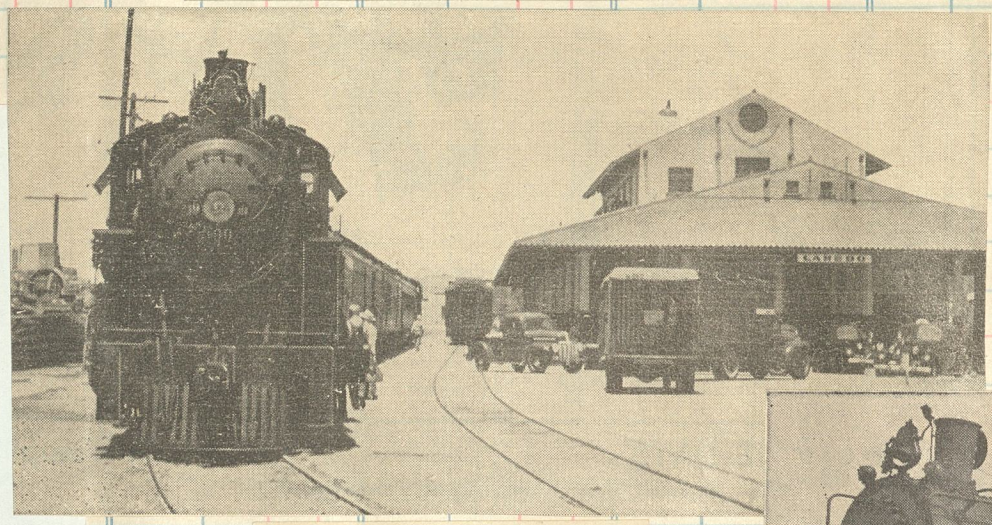
Ten sturdy Ten Wheelers delivered by Baldwin in 1906 noed 232-241. #240, c/n 29682, later renoed 349.



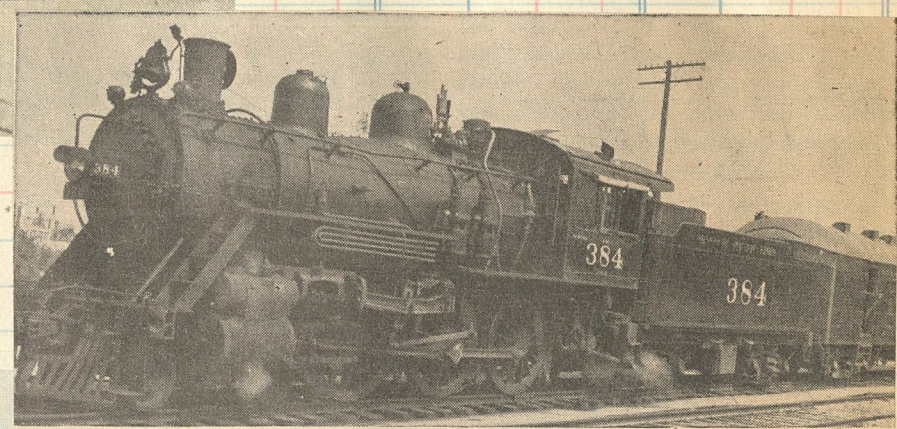
The Texas lines made excellent use of their Ten Wheelers. In later years, after being re-built, these tough little gals would handle trains up to a dozen heavyweights!
The 255 order of five blt by Baldwin [252-256] in 1909, c/n 33545



F. Ray McKnight received this information in response to his inquiry on the Ten Wheelers for the Houston, Beaumont and New Orleans that ran in the July issue. A charter was taken out by the I-GN in May of 1902 with plans to construct a line from Houston to New Orleans under the Houston, Beaumont and New Orleans name. Apparently no construction on this project ever took place, but sixteen Ten Wheelers were ordered from Cooke in January of 1903, numbered HB&NO 216-221 (c/n's 26695-26700) and 221-231 (c/n's 27243-27252). In that these road numbers followed proper I-GN sequence, it could be assumed that they were delivered as I-GN engines as there appears to be no reference to the HB&NO. These engines were later renumbered I-GN 325-340. Thanks to members Al Kott, Bill Hanson and Ralph Carlson for the detailed information they supplied which cleared up the "mystery" about the HB&NO and it's Ten Wheelers. Photo from Alco Historic Photos Collection.



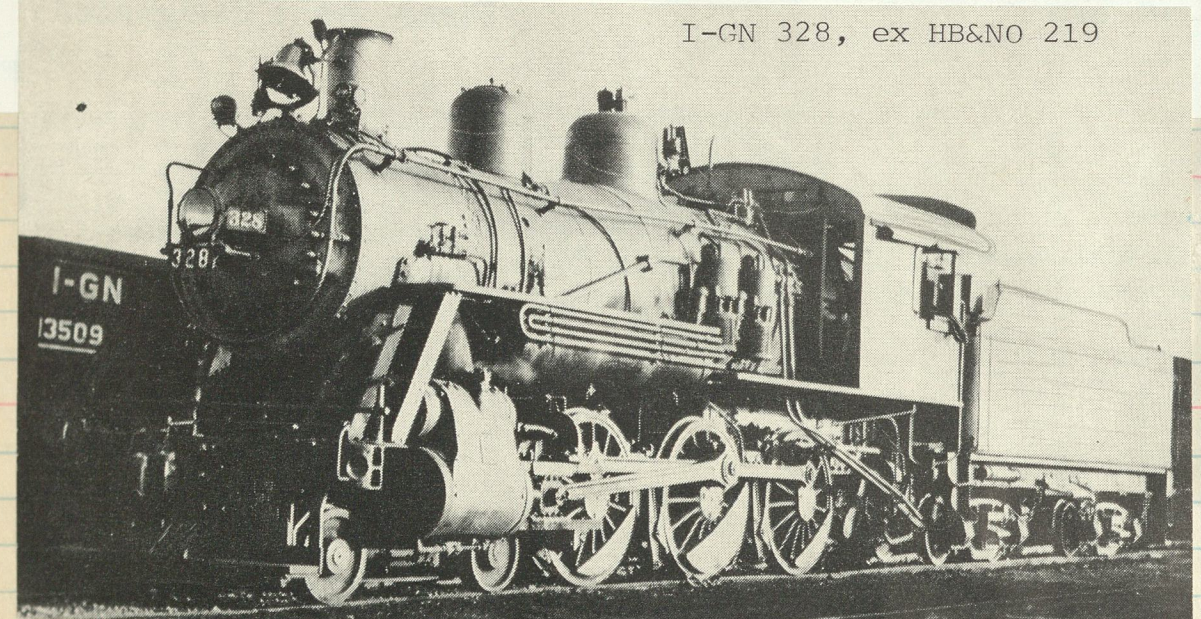
Trn #37 at Laredo



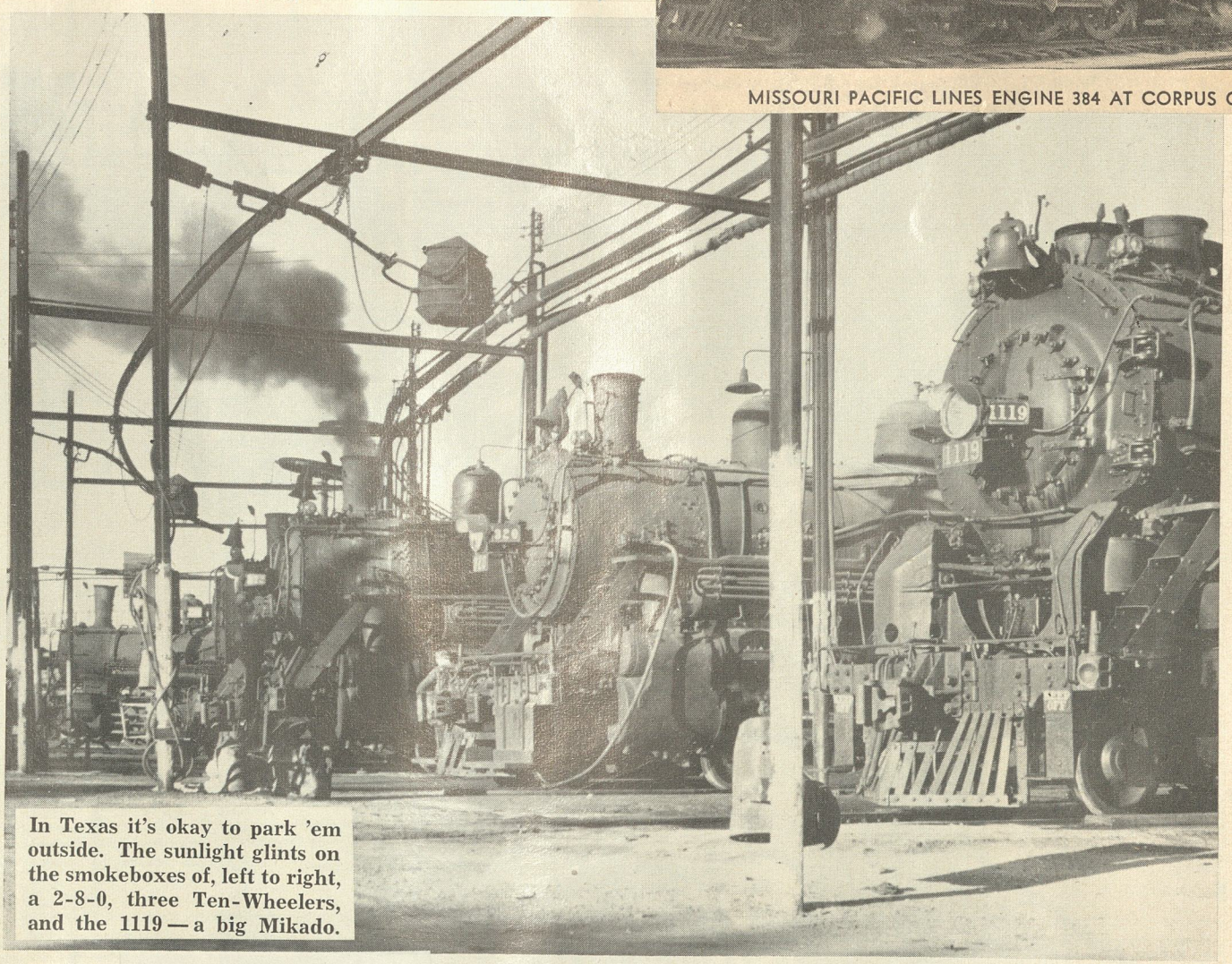
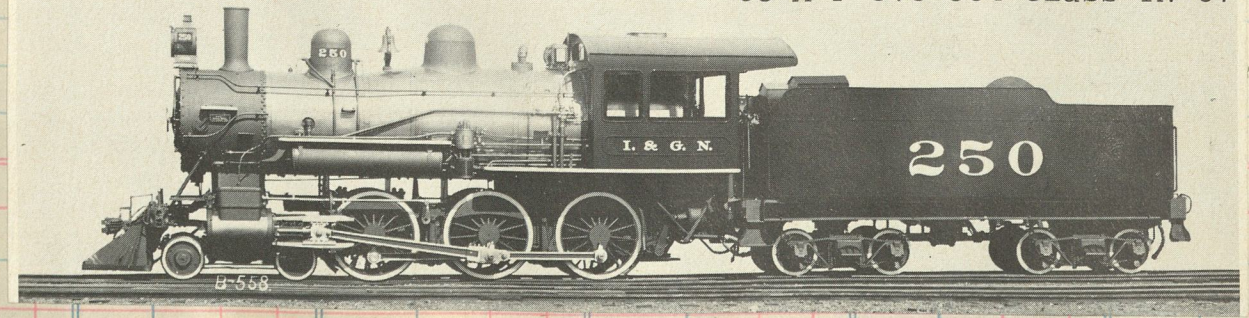
MISSOURI PACIFIC LINES ENGINE 384 AT CORPUS CHRISTI, TEX.

Fall issue, Vol X No.3, Missouri Pacific Historical Soc "Eagle" PAGE 3

I-GN 328, ex HB&NO 219



242-251 c/n 45617 Brooks 1908 to M P 375-384 class TN-67



In Texas it's okay to park 'em outside. The sunlight glints on the smokeboxes of, left to right, a 2-8-0, three Ten-Wheelers, and the 1119—a big Mikado.

StLB&M 1111-1120 Brooks 1926 c/n 66693

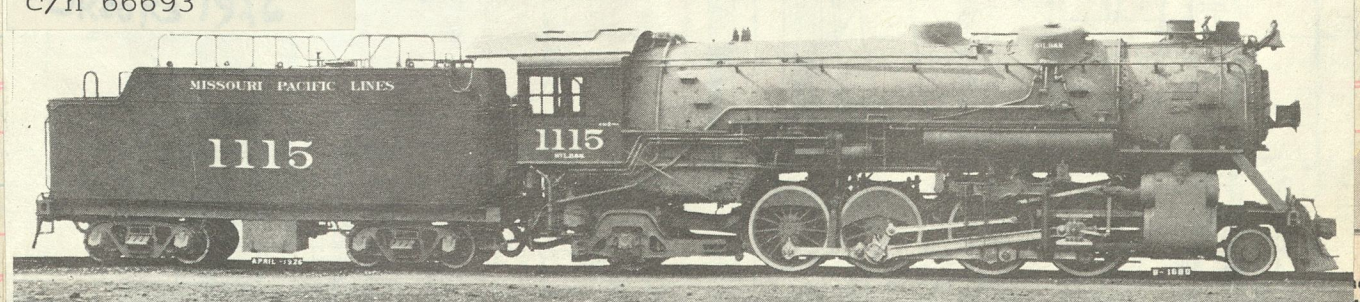
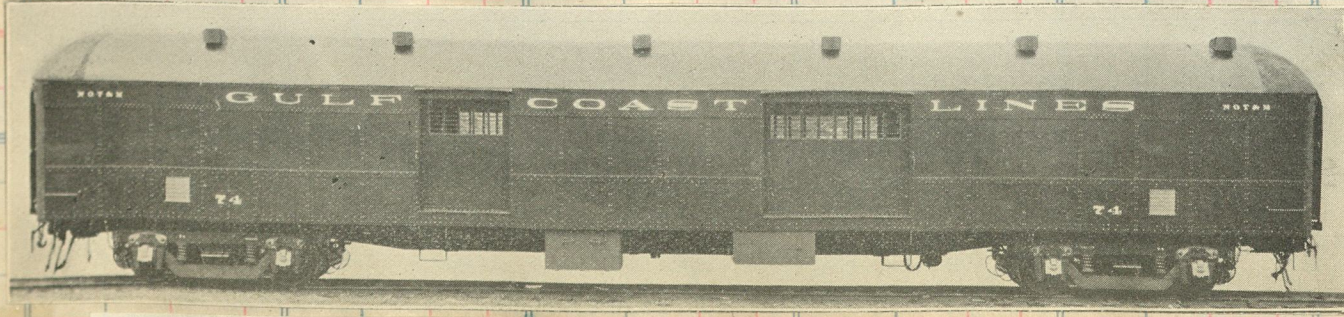


Fig. 80—Missouri Pacific 2-8-2 (Mikado) Type Locomotive for Freight Service. Built by the American Locomotive Company.

Cylinders, diameter and stroke.....	27 in. x 32 in.	Driving wheel base.....	17 ft. 10 in.
Tractive force.....	59,800 lb.	Total engine wheel base.....	37 ft. 5 in.
Cylinder horsepower (Cole).....	2,493 hp.	Fuel.....	Oil
Drivers, diameter.....	63 in.	Grate area.....	66.8 sq. ft.
Weight on drivers.....	248,500 lb.	Steam pressure.....	190 lb.
Weight on front truck.....	32,000 lb.	Evaporative heating surface.....	4,087 sq. ft.
Weight on trailing truck.....	52,500 lb.	Superheating surface.....	1,051 sq. ft.
Total weight of engine.....	333,000 lb.	Tender capacity.....	10,000 gal. water, 4,000 gal. oil



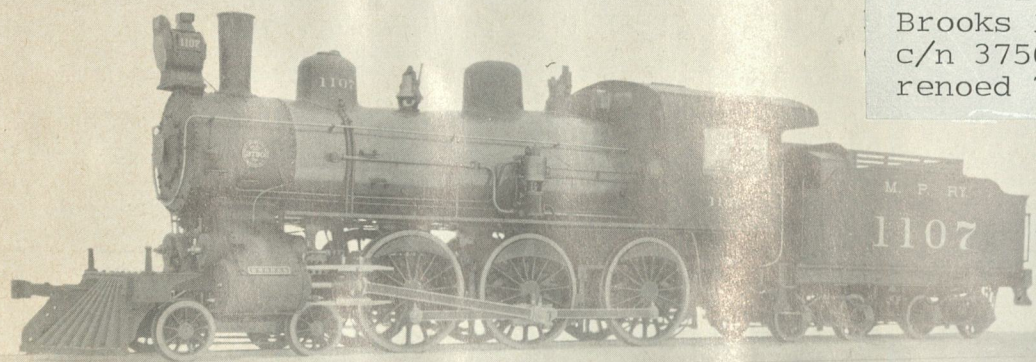
for the NOT&M blt by a.c.f. 1924



No. 5
Mo. Pac. Parlor Car—St. Louis to
Kansas City. [3]
Dining Lounge—St. Louis to Kansas
City.
Coaches—St. Louis to Kansas City.

Train #5 on the St. Louis Terminal Div west of Webster Grove. The 5343 one of five majestic 4-8-2's (5340-5344) constructed by Schenectady in 1930, c/n 68341, heads a usual heavy consist.

St. Louis Terminal Division

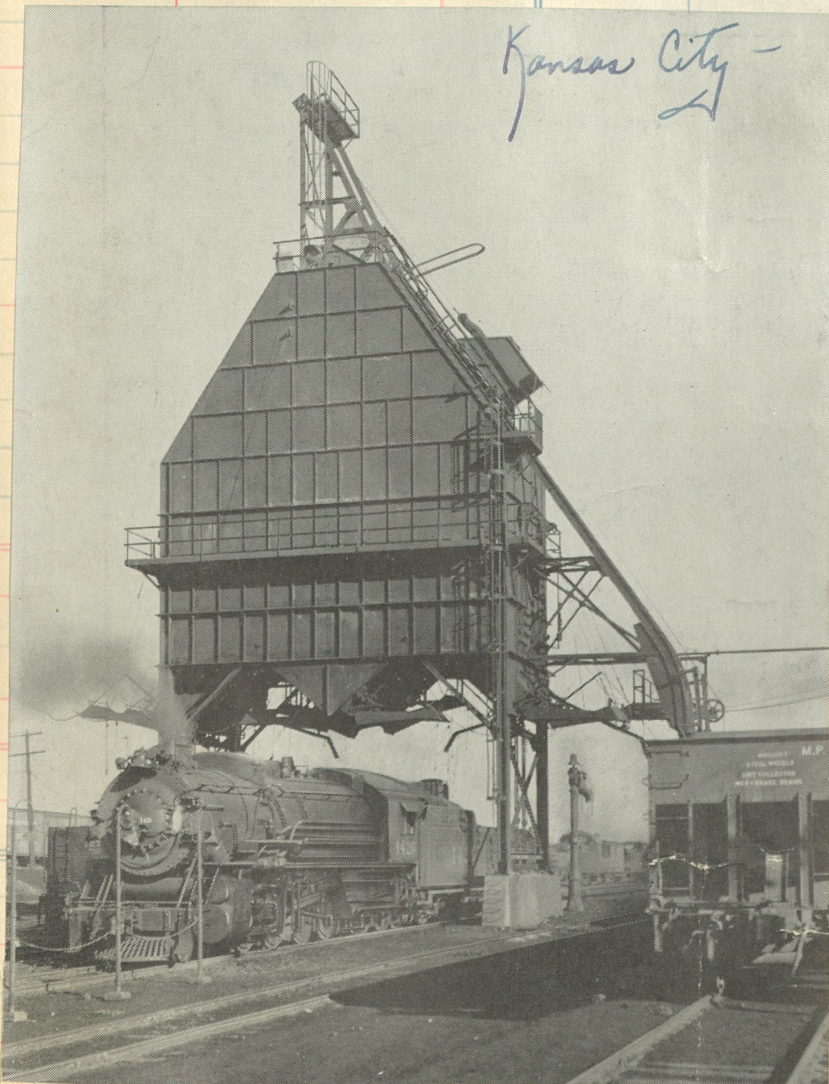


1101-1108
Brooks 1901
c/n 3750
renod 7507

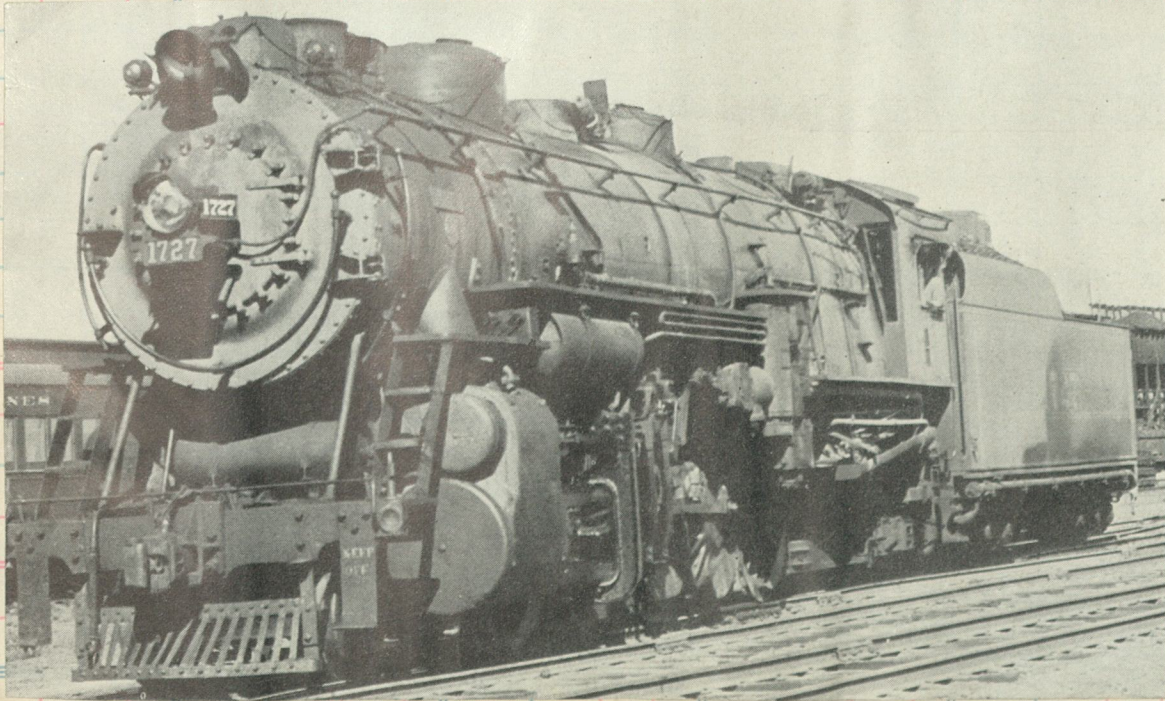


1947

The New Station at Arcadia-Ironton, Mo., Shown Above, and the New Station at Piedmont, Mo., Are of an English Architectural Style, in Stone

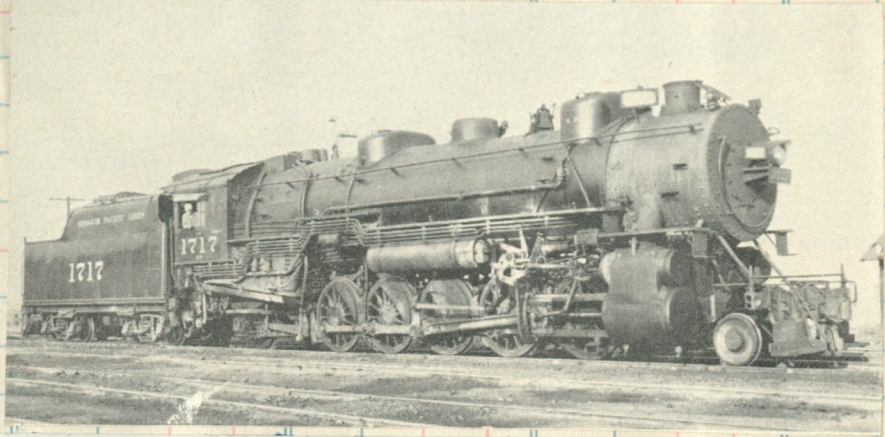
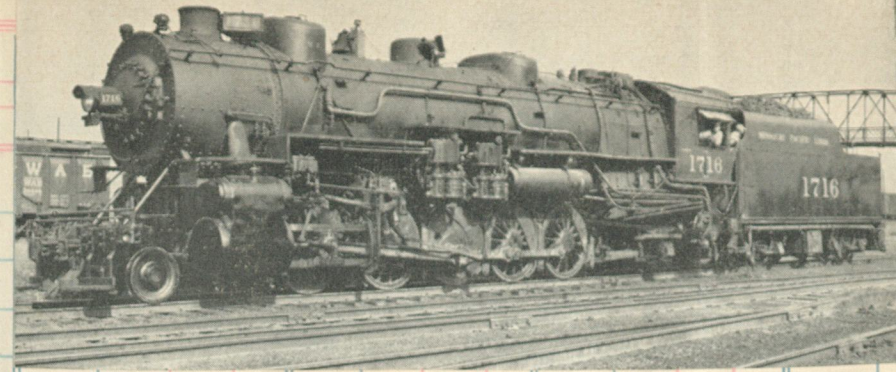


Kansas City -

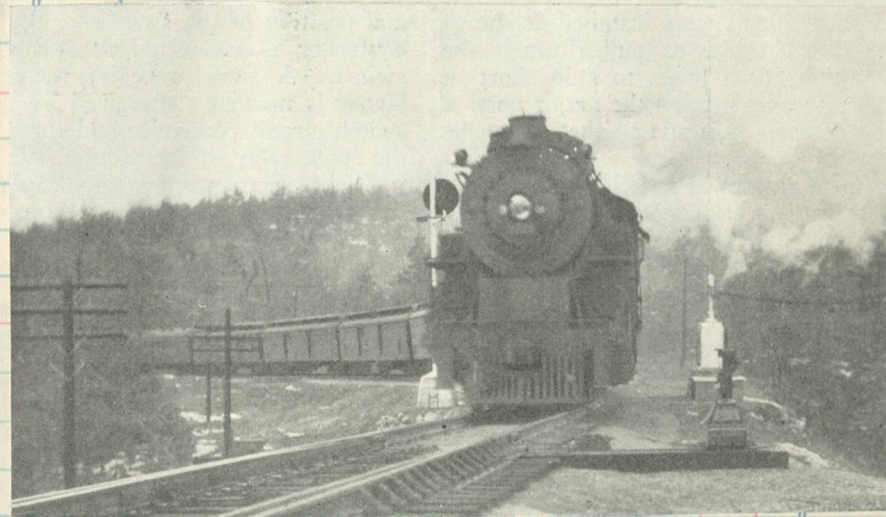


In 1926 Eddystone (Baldwin) delivered ten big Santa Fe's noed 1720-1729 [c/n 59236] that were used both as road engines and in hump yard service.

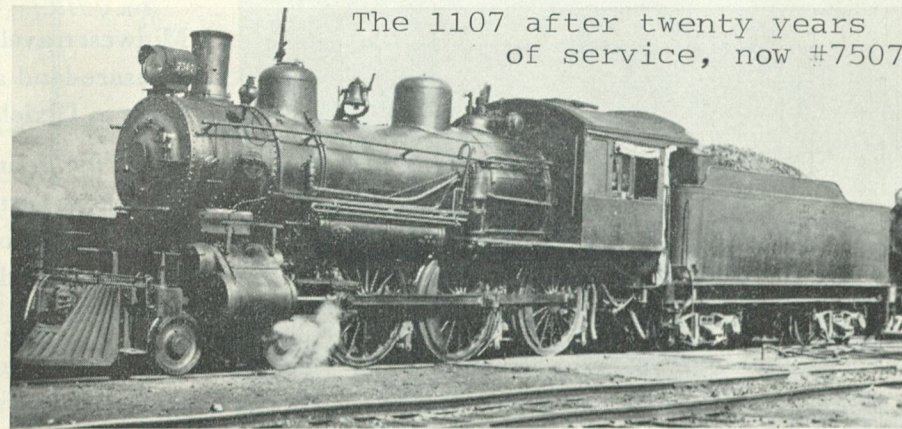
OF



Two of the Wabash 2-10-2's (Brooks 1917) purchased by the MoP in 1942. The 1716 was Wabash 2505 and 1717 was the 2512. All were used as helpers on Kirkwood Hill.



The 1107 after twenty years of service, now #7507

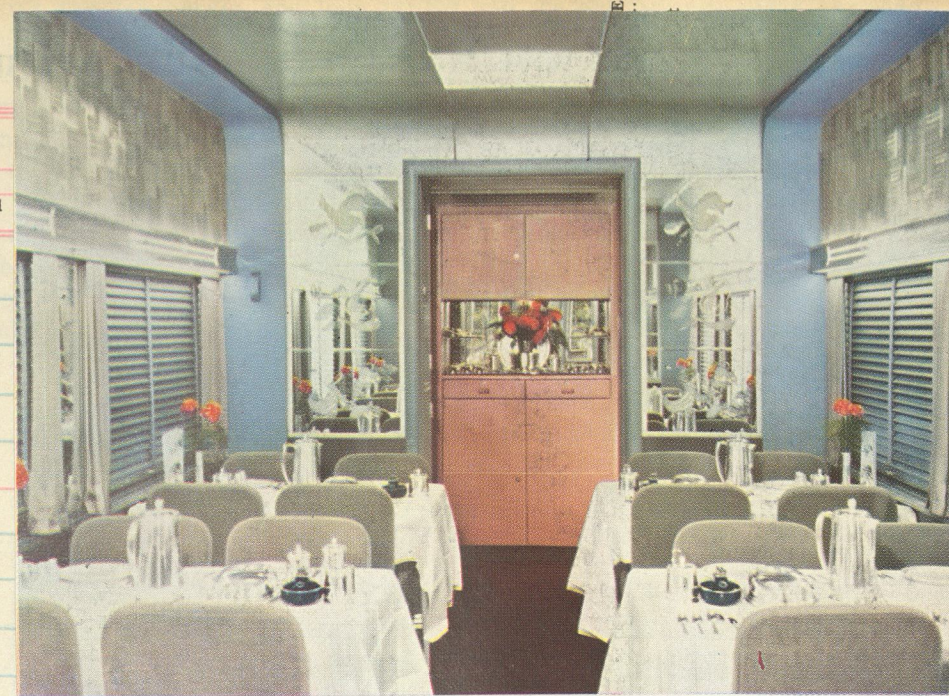


"Keeping on the Advertised" Pacific 6622 shows urgency as she whips her consist along staying on schedule.

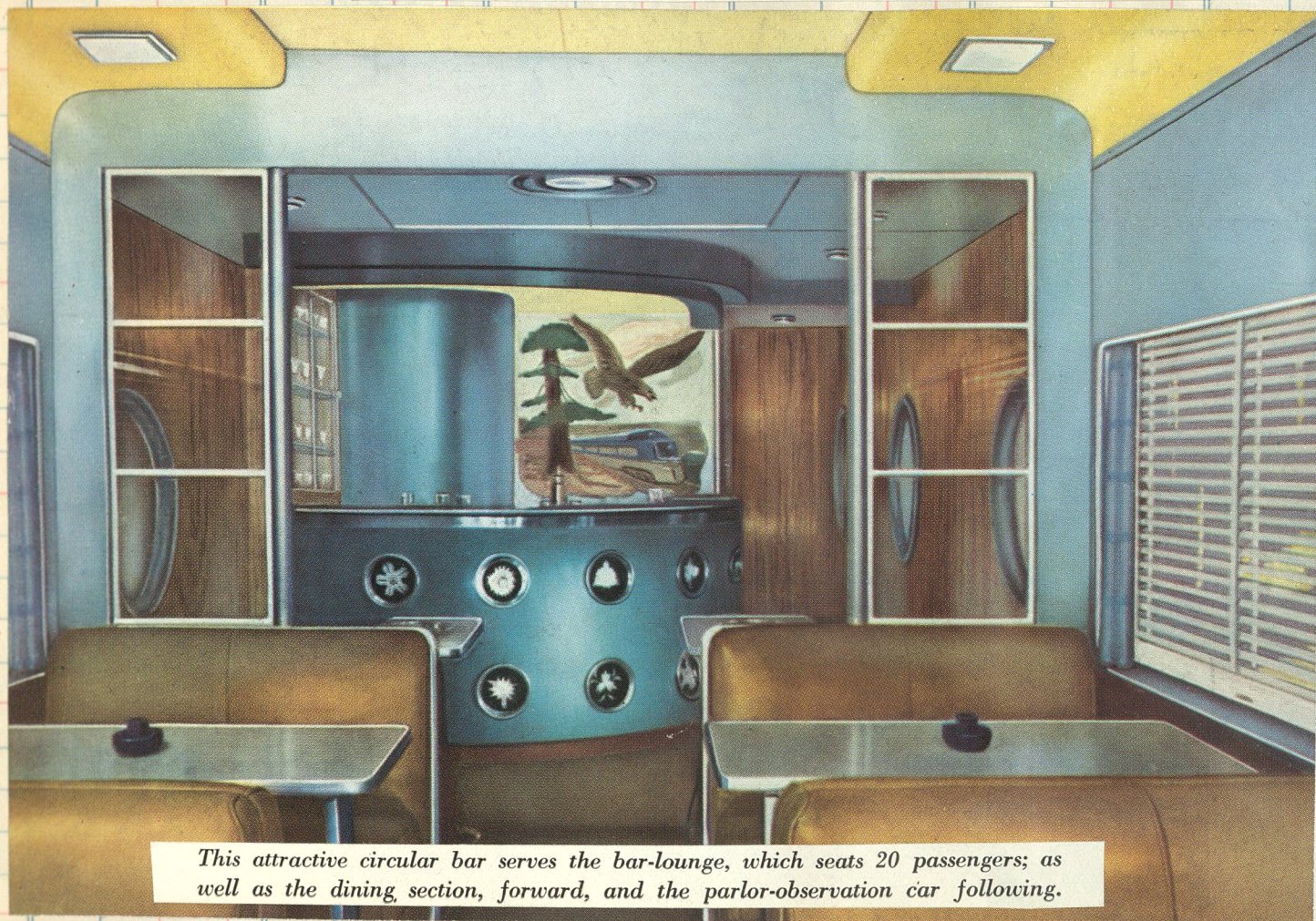
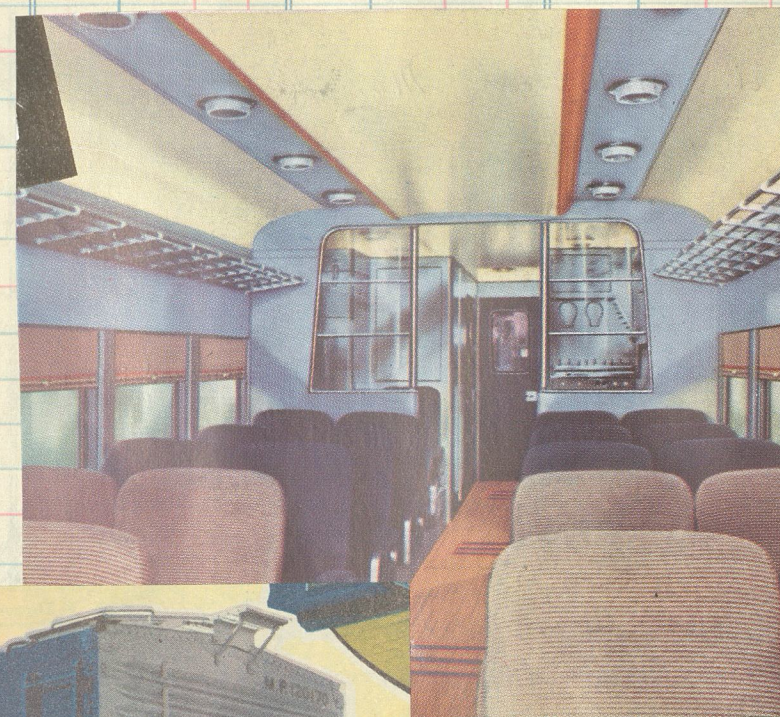


This observation section which opens off the parlor car, is really a spacious solarium. Grouped about the built-in

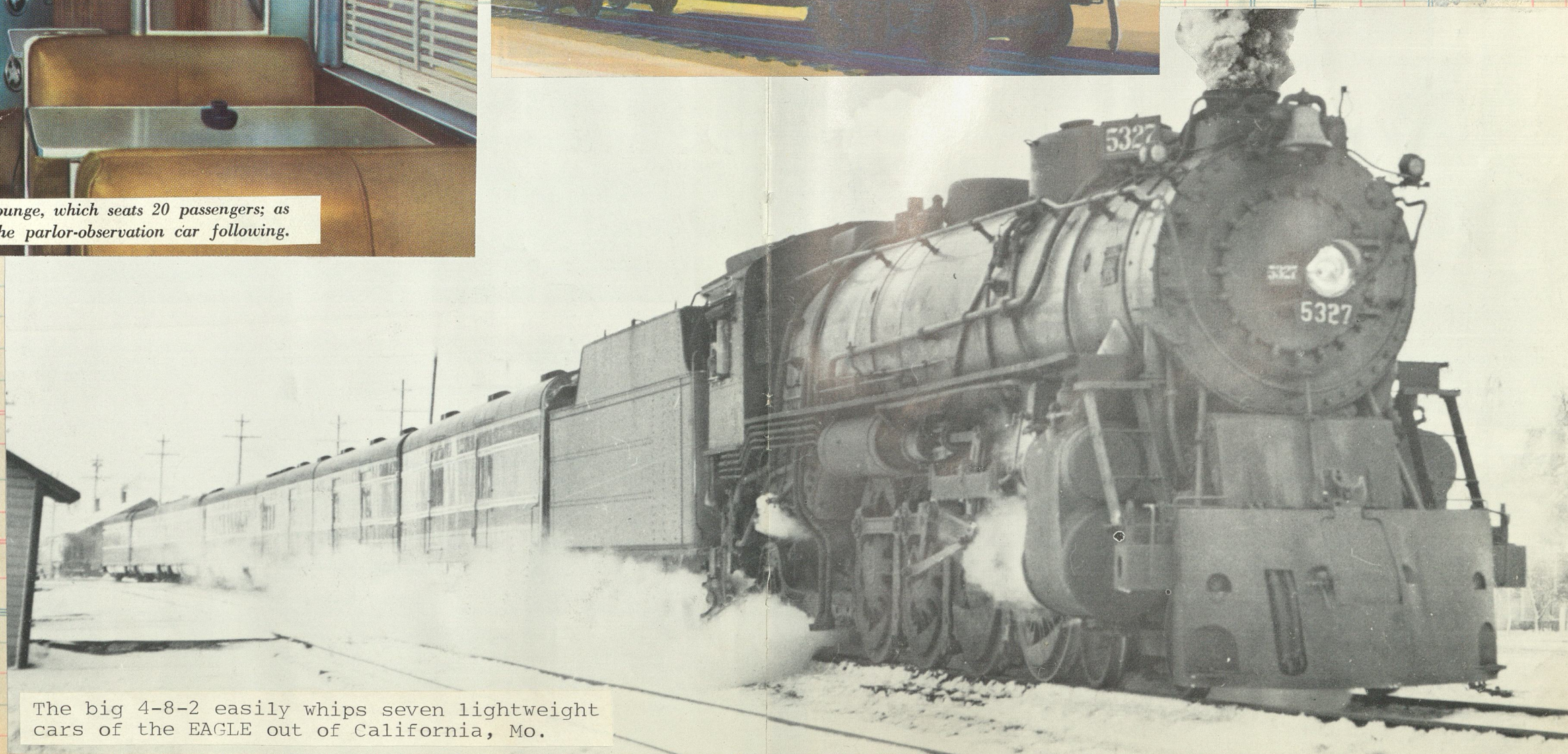
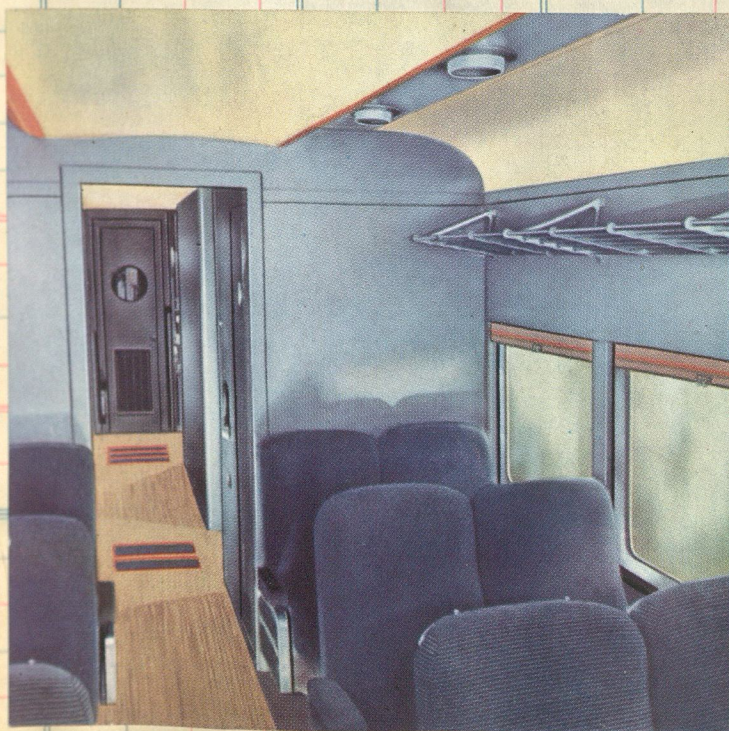
radio are two comfortable sofas and four deep-seated lounge chairs.



The dining compartment provides tables for 24 passengers. In the bar-lounge meals may be served to an additional 20 patrons if desired.



This attractive circular bar serves the bar-lounge, which seats 20 passengers; as well as the dining section, forward, and the parlor-observation car following.



The big 4-8-2 easily whips seven lightweight cars of the EAGLE out of California, Mo.

The Scenic Limited No. 12

Dining—Lounge Car—(Radio)—California—Denver to St. Louis.

Sleepers—

Ogden to St. Louis (10-1-2) (D-20) (Via Royal Gorge) (D. & R. G. W. 2 to Pueblo)

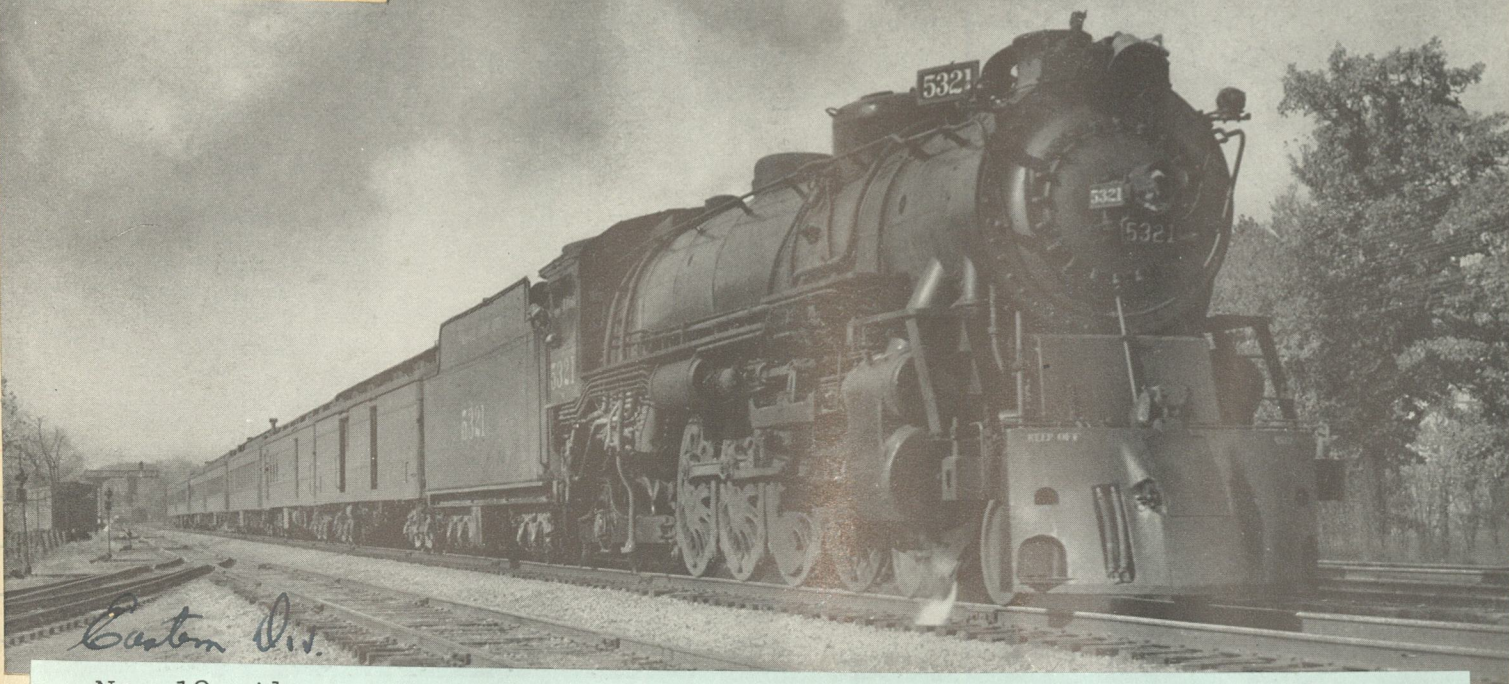
Denver to Kansas City (16 Sec. Tourist) (DM)

Denver to St. Louis (10-1-2) (D-7)

Denver to New Orleans (12-Dr.) (D-52) (Via Wichita and Little Rock) (From Genesee 412-125-101).

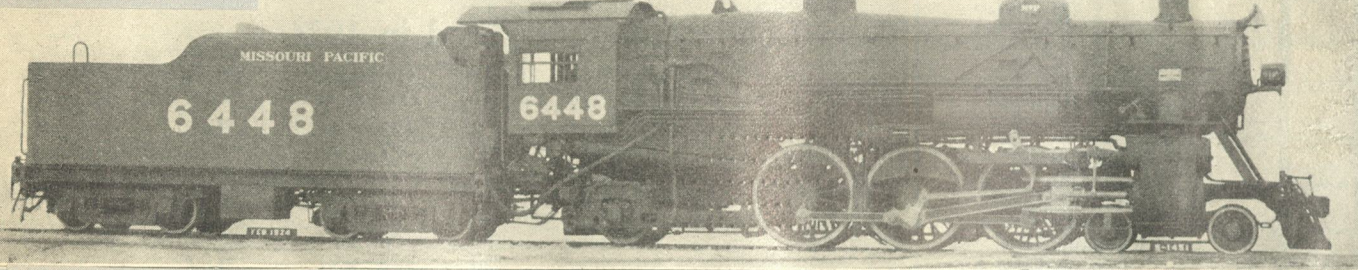
DeLuxe Coaches—Denver to St. Louis

Grill Coach—Denver to St. Louis 1939



No. 12, the eastbound SCENIC LIMITED, tops the hill at Kirkwood, Mo. Mountain type 5321, org #5306 Richmond 1919 c/n 61008, was rebuilt at Sedalia in 1939.

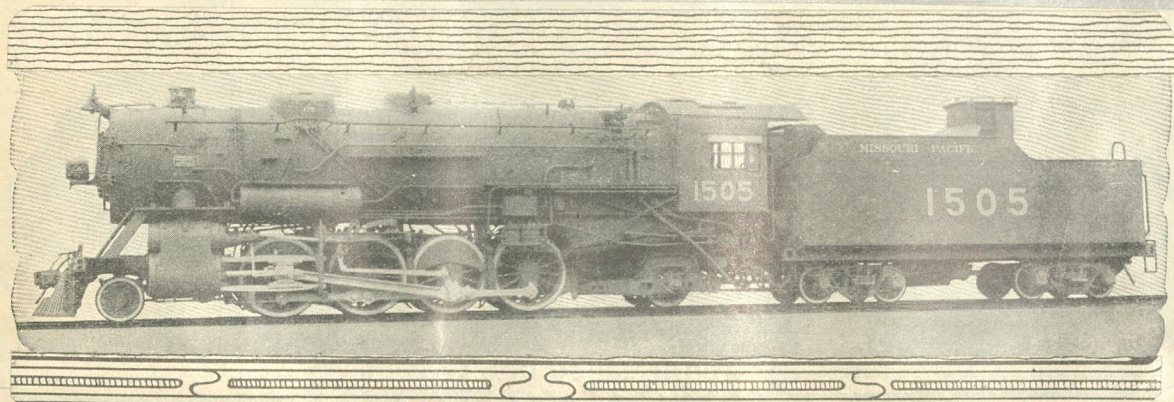
renoed 6604



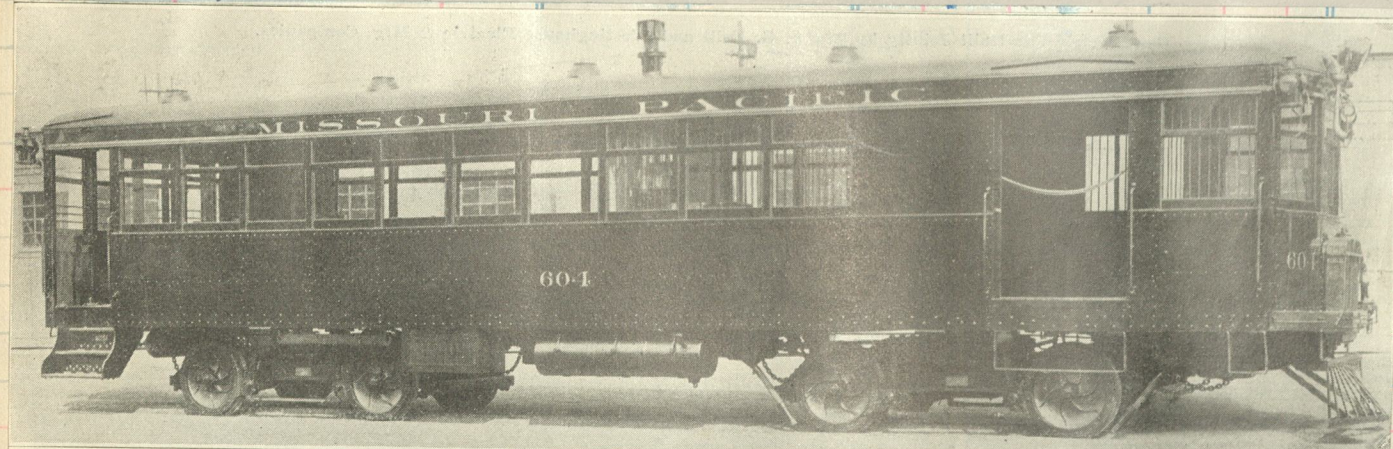
6445-6454

c/n 65206

Schenectady 1924



The Brooks plant delivered a series of dependable 2-8-2's in 1923 noed 1472-1511. The 1505 had c/n 65246.

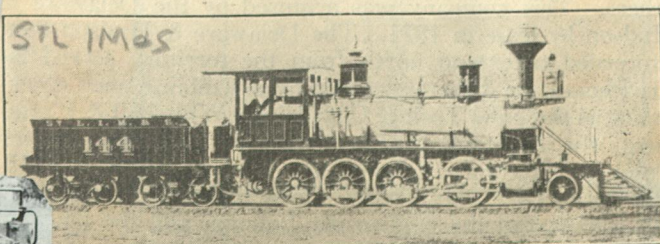
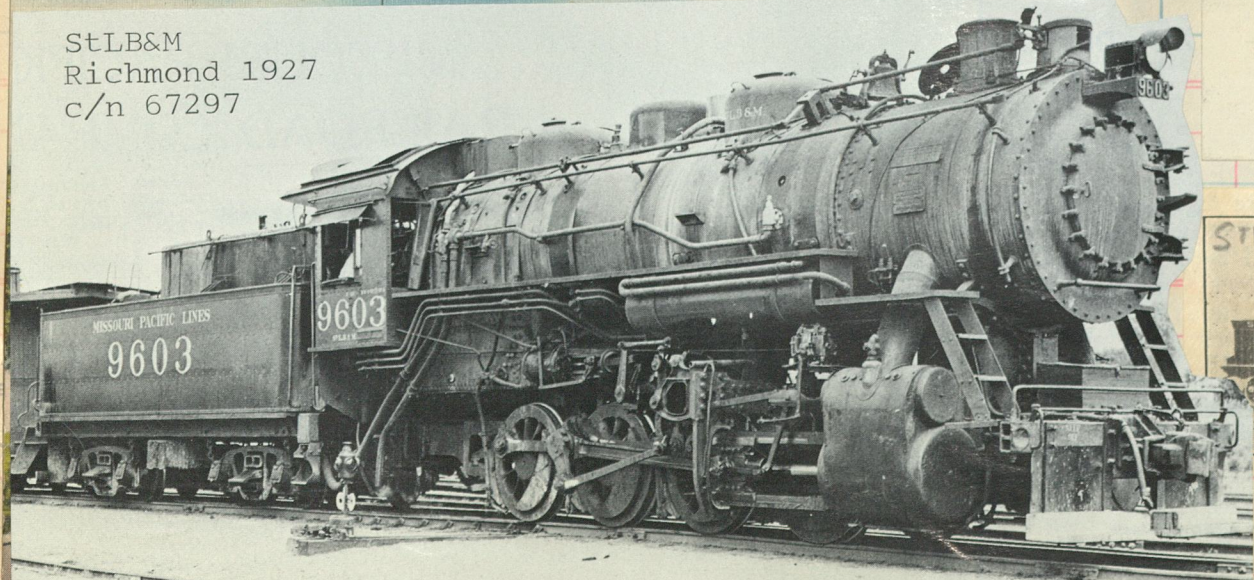


One of Five Gasoline Motor Driven Cars Built by The J. G. Brill Co.

1925

StLB&M
Richmond 1927
c/n 67297

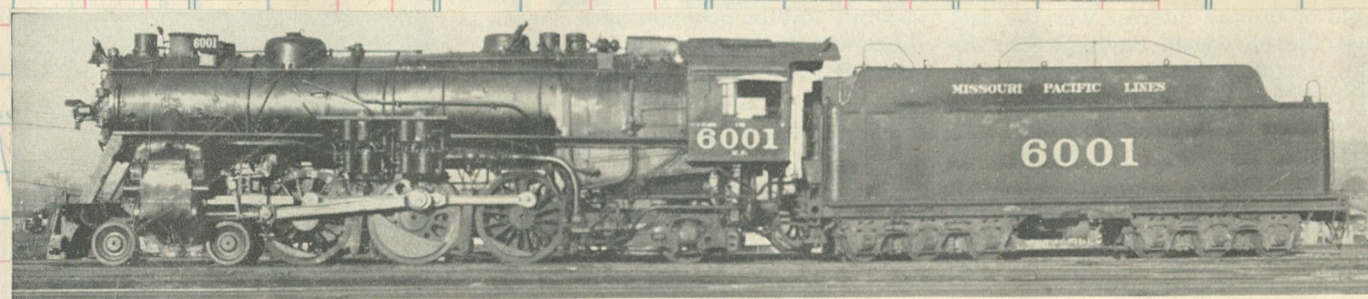
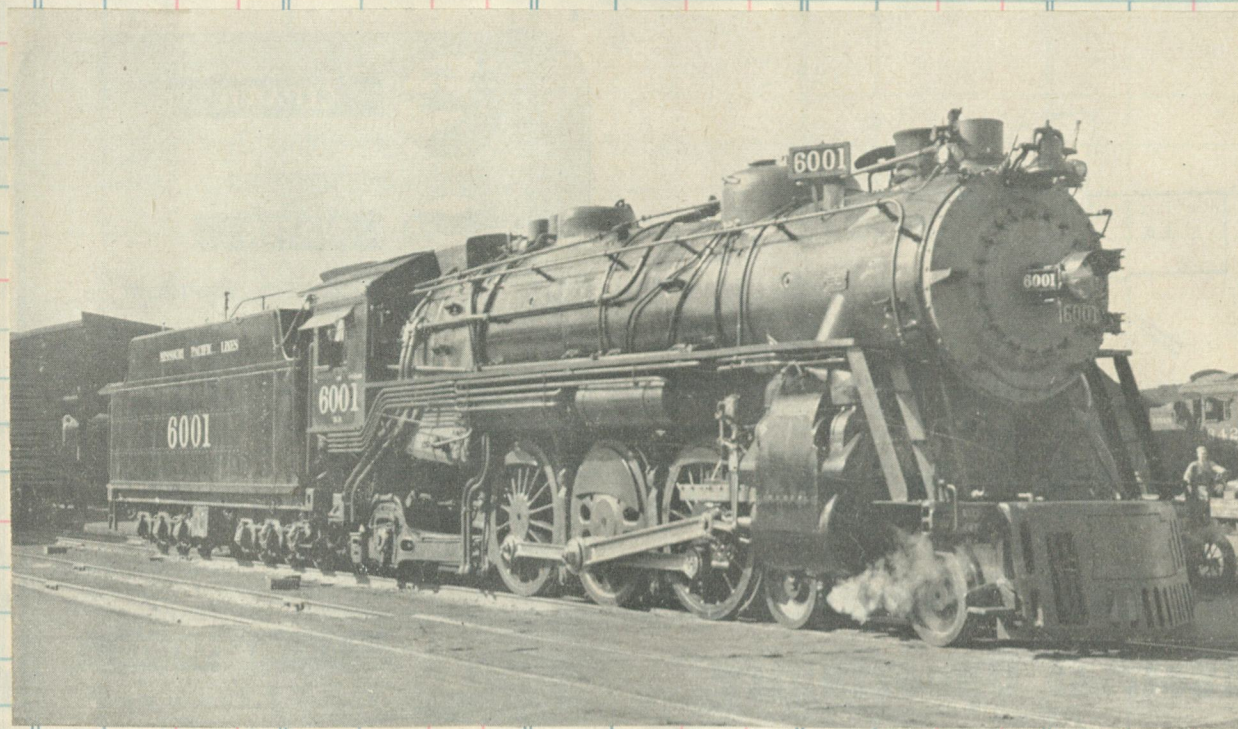
Missouri Pacific Railroad Station, Little Rock, Arkansas



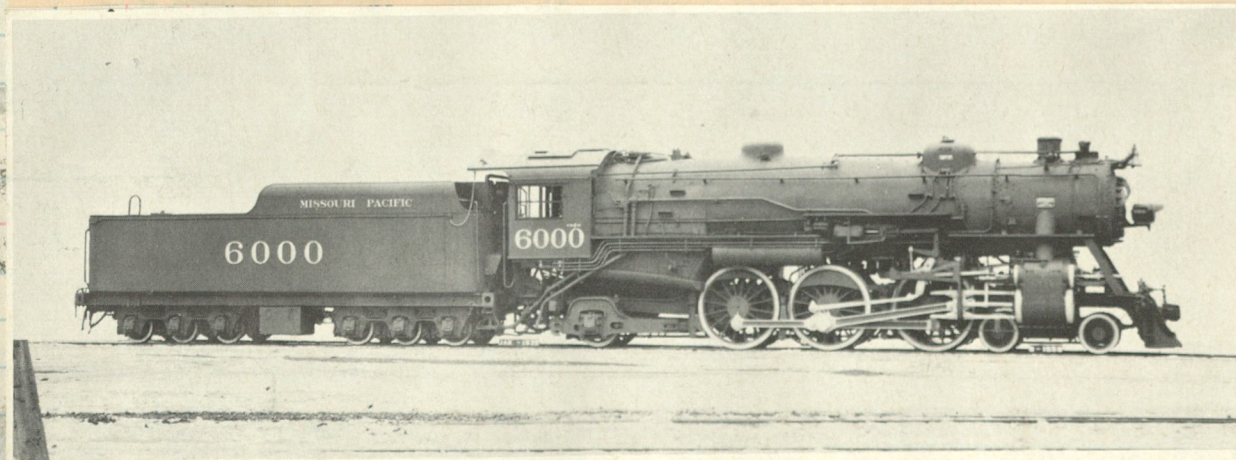
141-147 Grant 1881
c/n 1497



The sunbaked 'cochera' at Kingville, Tex.

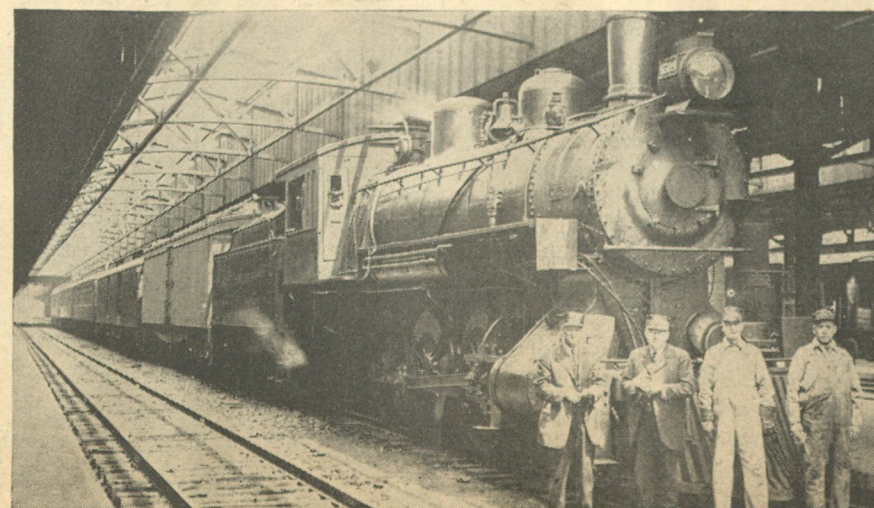


The 6000, the MoP's passenger engine experiment with three cylinders. Tests proved she was equal to a 4-8-2 but handicapped by maintenance. Blt at Brooks in 1925 c/n 66026. Reblt in 1942, renoed 6001, equipped with simple cylinders and Franklin poppet valves she still was equal to a 4-8-2 and over the next decade turned in a remarkable performance.



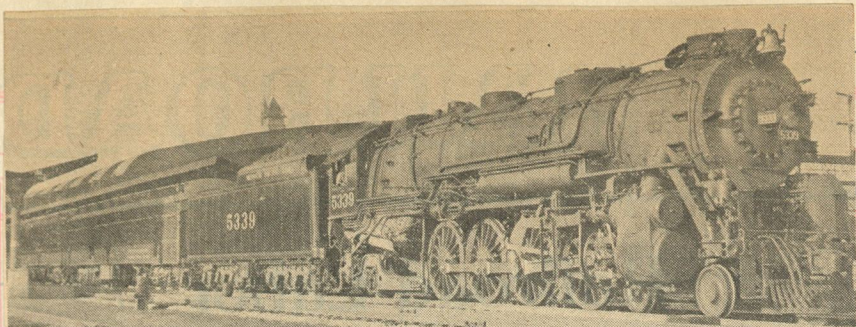
Total Weight of Engine, 311,000 pounds.
Cylinders, 3—22½ x 28 inches.
Boiler Pressure, 190 pounds.

Weight on Drivers, 191,000 pounds.
Diameter Driving Wheels, 73 inches.
Maximum Tractive Power, 47,000 pounds.



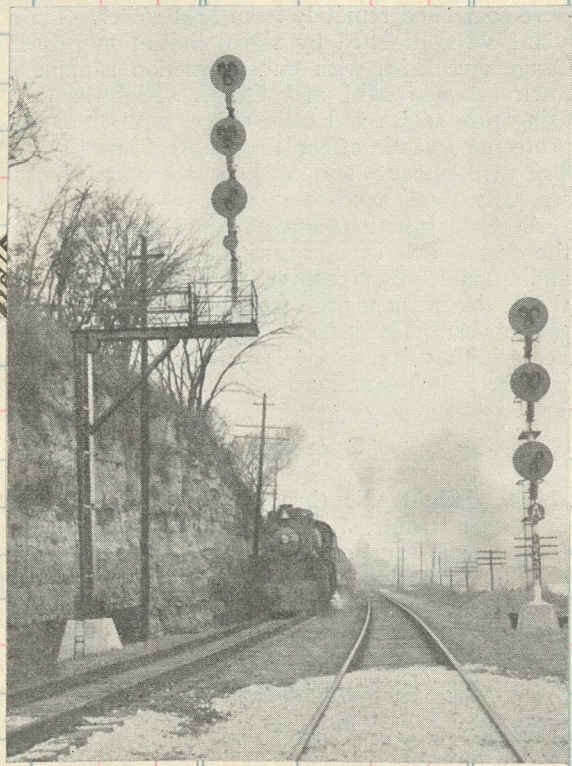
MISSOURI PACIFIC TRAIN 107 IN KANSAS CITY UNION STATION IN 1919
For 19 years this train ran out of Kansas City without a change in leaving time. Left to right in front of Engine 6509 in the picture, (which was taken in September, 1919) are: Wm. Haverer, brakeman, J. A. May, conductor (deceased), Brother R. C. Daniel, then fireman and now Secretary-Treasurer of Div. 491 who submitted the picture and Brother John A. Durkin (deceased), charter member of Div. 491.

Clos. No. Sold



RR. Photographic Club

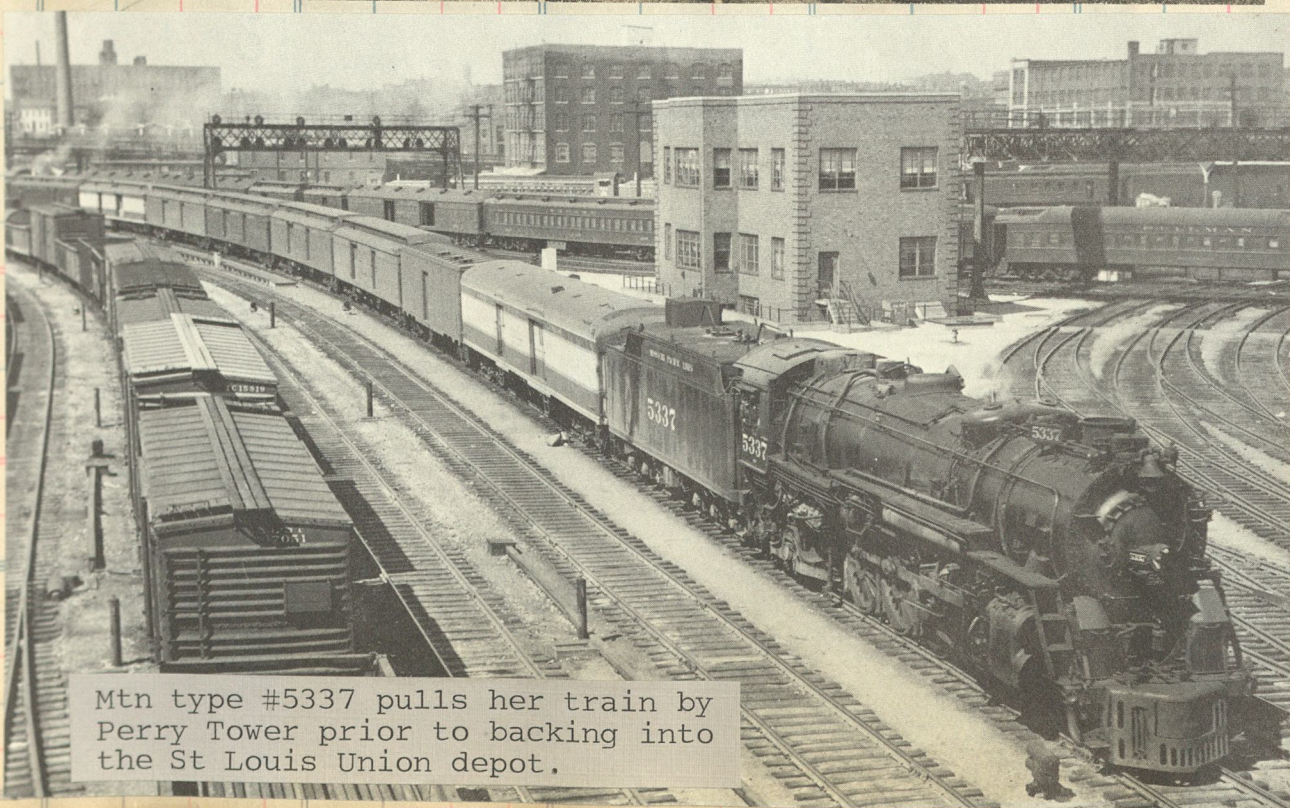
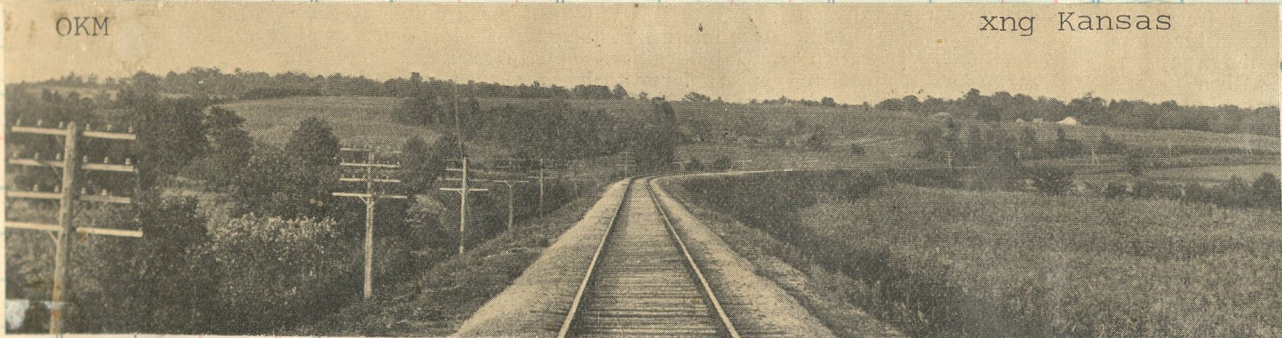
MISSOURI PACIFIC'S ENGINE 5339 HAULING "THE SUNFLOWER"
Photo taken as the train was leaving St. Louis, Mo.



The A.R.T. Lesperance Shops, St Louis c 1900

OKM

xng Kansas



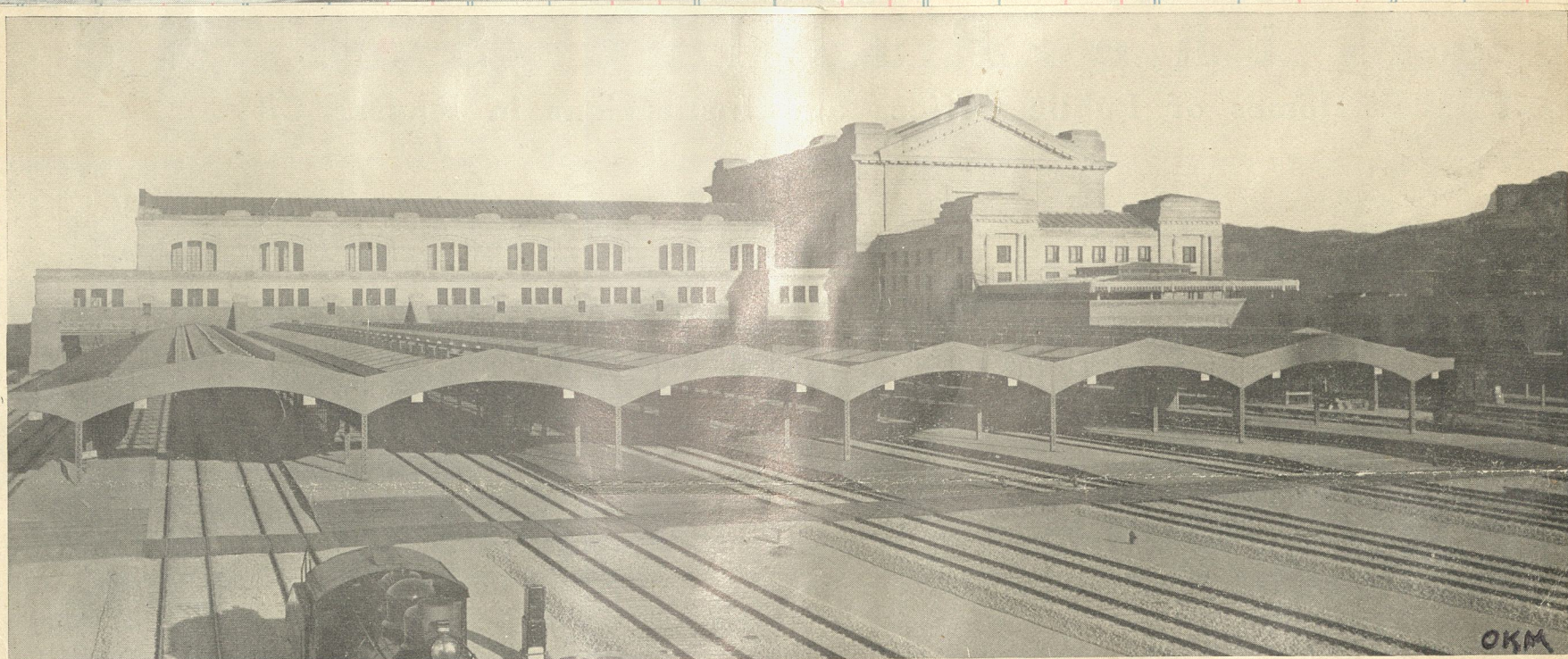
Mtn type #5337 pulls her train by Perry Tower prior to backing into the St Louis Union depot.

Oh, I still can hear them, and see them
As they go roaring by,
The sights and sounds of yesteryear
Somehow will never die!

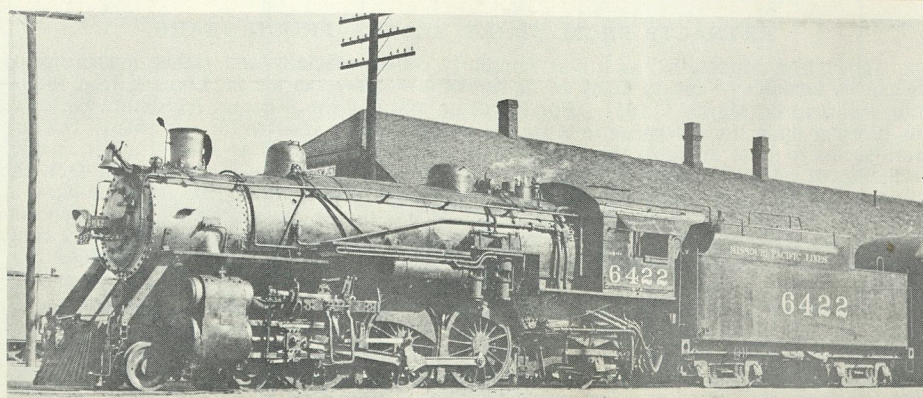
137



The 1702 [2-10-2] and the 1913 [2-8-4]
assault Kirkwood hill with banners flying!



The New Union Station at Kansas City



Schenectady 1912 c/n 50574

In the now-distant year of 1934 Missouri Pacific 6422 has brought the Mexico City section of the Sunshine Special up from Palestine, Texas to a connection with the Texas & Pacific at Longview Junction.

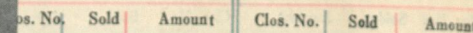
Author's Collection



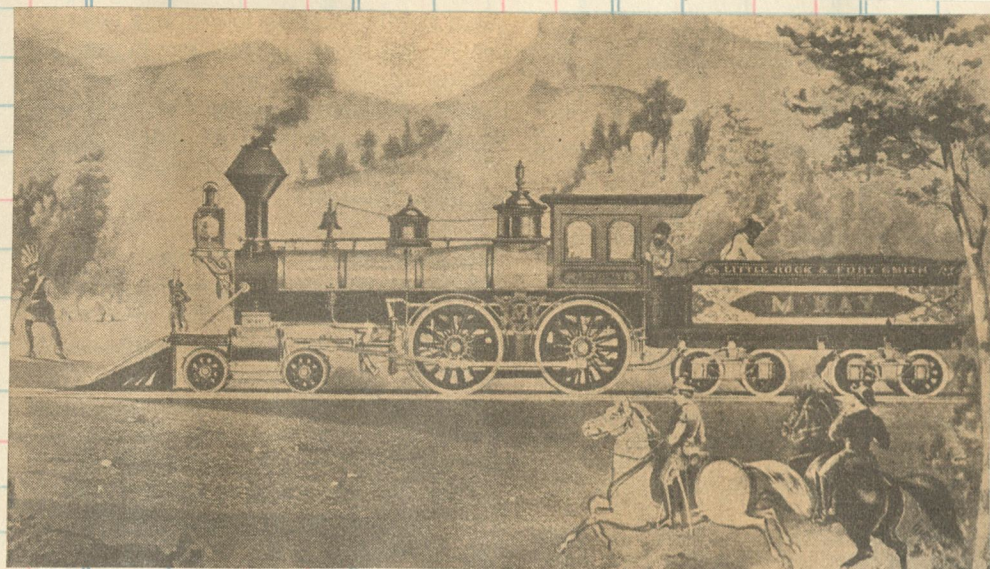
The station park at Mission, Texas. The equipment for Trn #116 already made up.



This famous train, a travel favorite since 1915, will continue to provide daily through service between St. Louis-Memphis and El Dorado, Ark., Shreveport and Lake Charles, La., Houston, Austin, San Antonio and Mexico City.



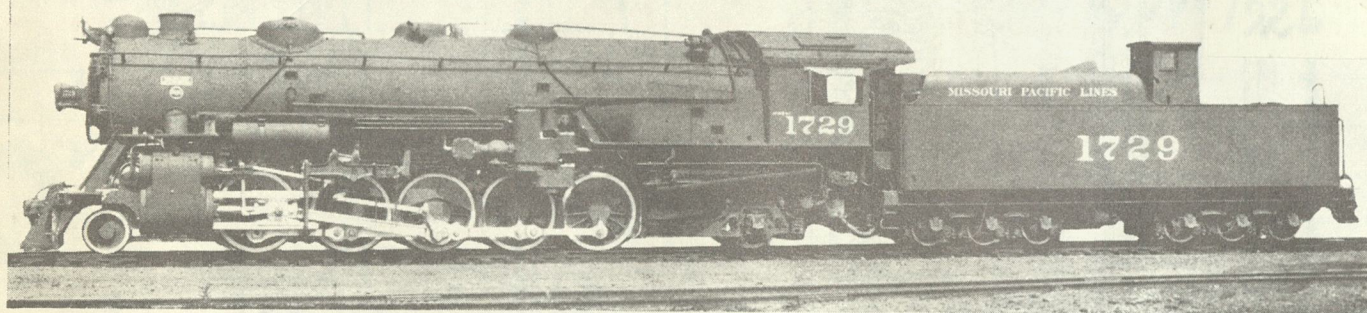
Org StLB&M #30
Baldwin 1905
c/n 27135



1720-1729

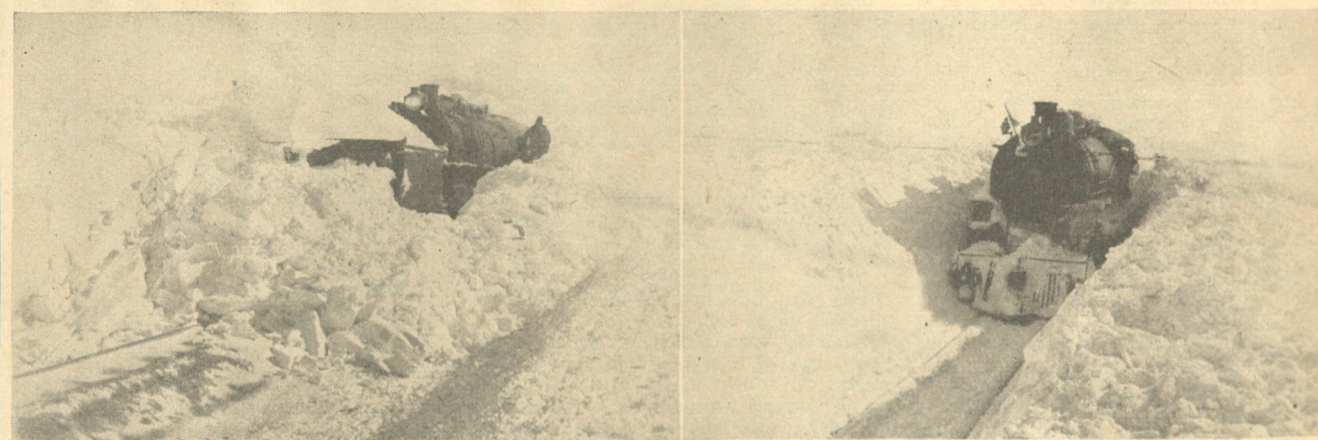
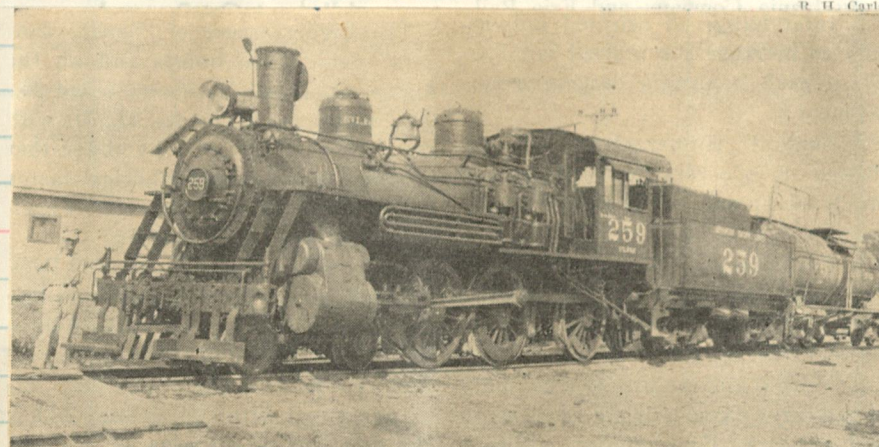
c/n 59238

1926



Cylinders, diameter and stroke.....	30 in. x 32 in.
Effective force.....	8,500 lb.
Cylinder horsepower (Cole).....	3,406 hp.
Drivers, diameter.....	63 in.
Weight on drivers.....	326,080 lb.
Weight on front truck.....	30,730 lb.
Weight on trailing truck.....	63,840 lb.
Total weight of engine.....	420,650 lb.

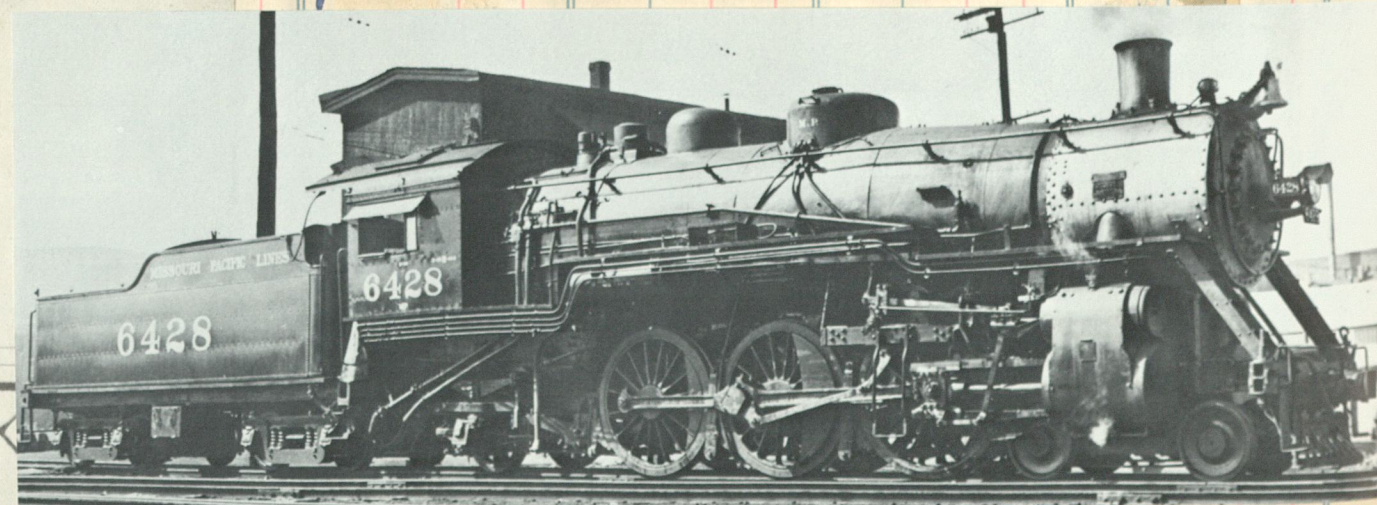
Driving wheel base	22 ft. 6 in.
Total engine wheel base	42 ft. 7 in.
Fuel	68.4 gal.
Grate area	22 sq. ft.
Steam pressure	120 lb.
Evaporative heating surface	1,080 sq. ft.
Superheating surface	1,270 sq. ft.
Tender capacity	12,000 gal. 16 tons



BATTLING SNOW ON THE MISSOURI PACIFIC AT BUSHTON, KANS., ON FEBRUARY 25, 1912

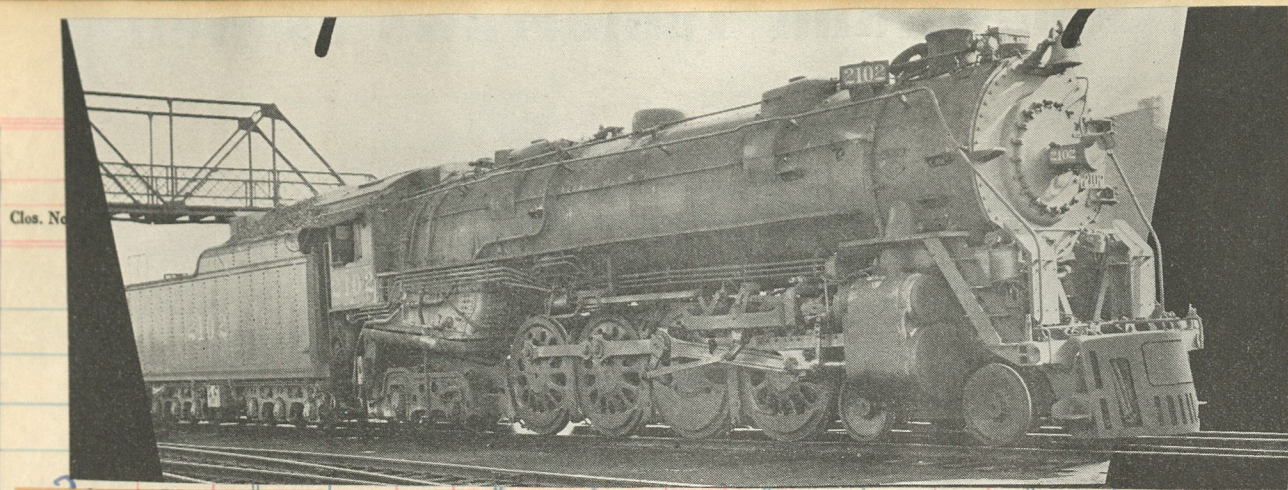
Impact of a run to clear the snow and ice crushed the snow plow in cracker-box fashion, derailing it across the track. Engine is backing away from derailed snowplow after a vain attempt to rerail it. (Photos owned by Bro. A. McPhail, Div. 675)

The eastbound "Scenic Limited", No 12, near Kirkwood, Mo.

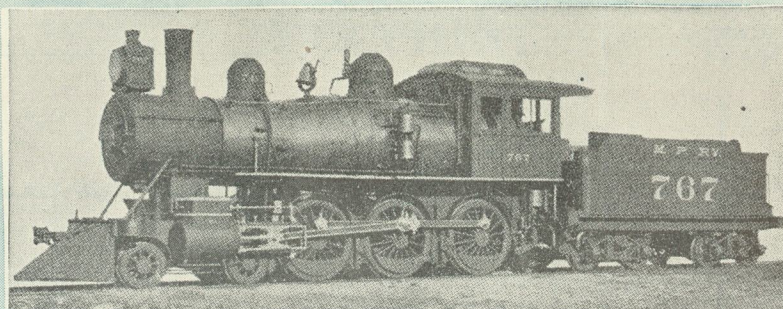


Ten Pacifics from Schenectady in 1912, 6421-6430, c/n 50580

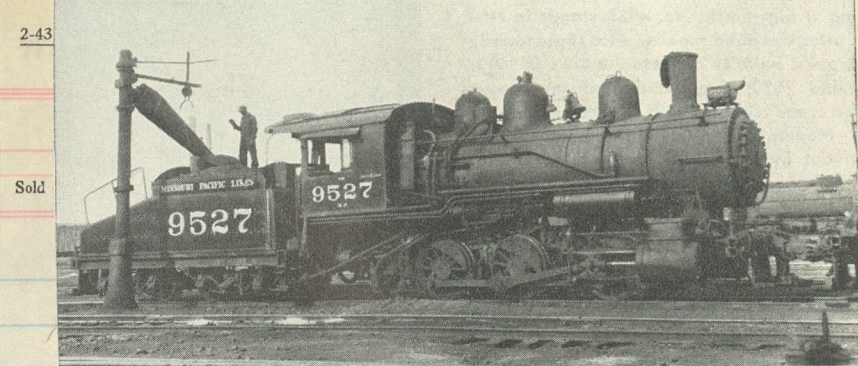
Pacific 6616
6611-6619
Schen 1924
c/n 66018



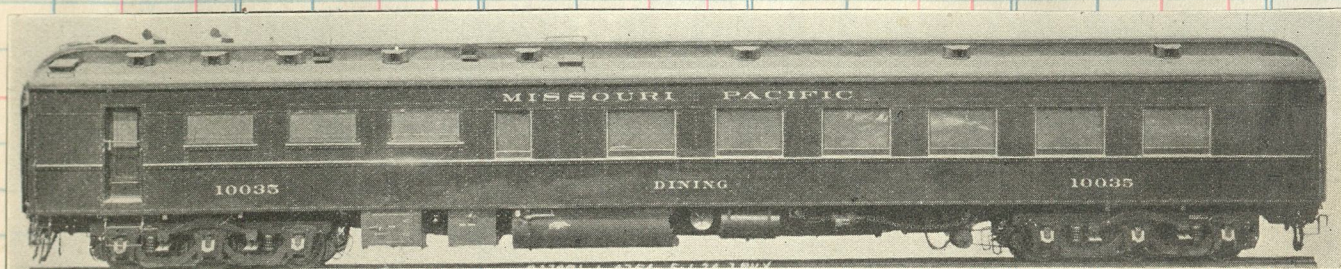
In 1940 Sedalia took a good 2-8-4 #1910 [LIMA 1930 c/n 7485] and made it over into an excellent 4-8-4 noed 2102.



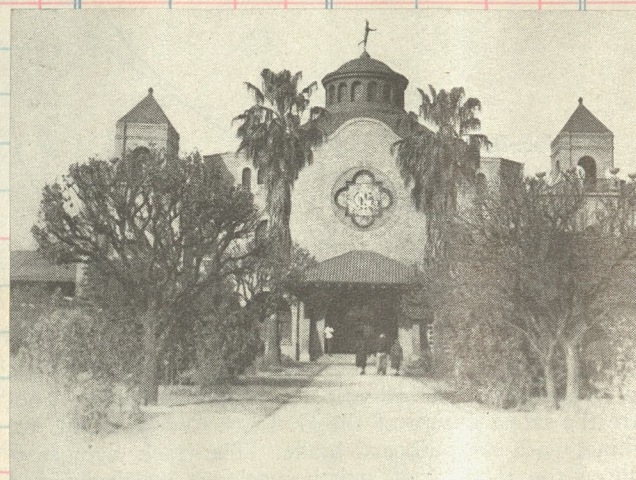
A solid Ten wheeler, the 767 one of six blt in 1898 by Cooke noed 766-771. C/n 2404. Renoed 2518.



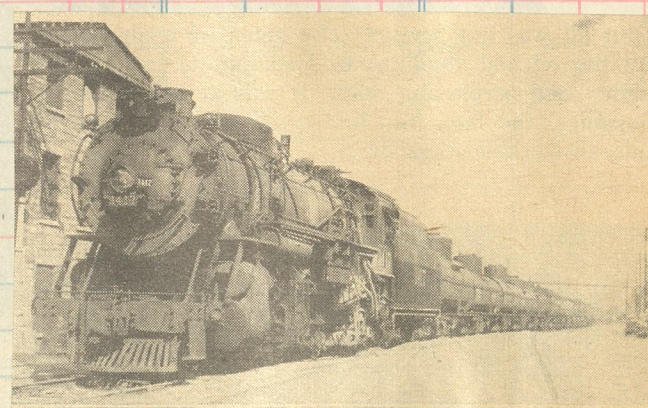
Blt as StLIM&S #715 by Schenectady in 1904 c/n 29467



Pullman delivered this 36 seat diner in 1924



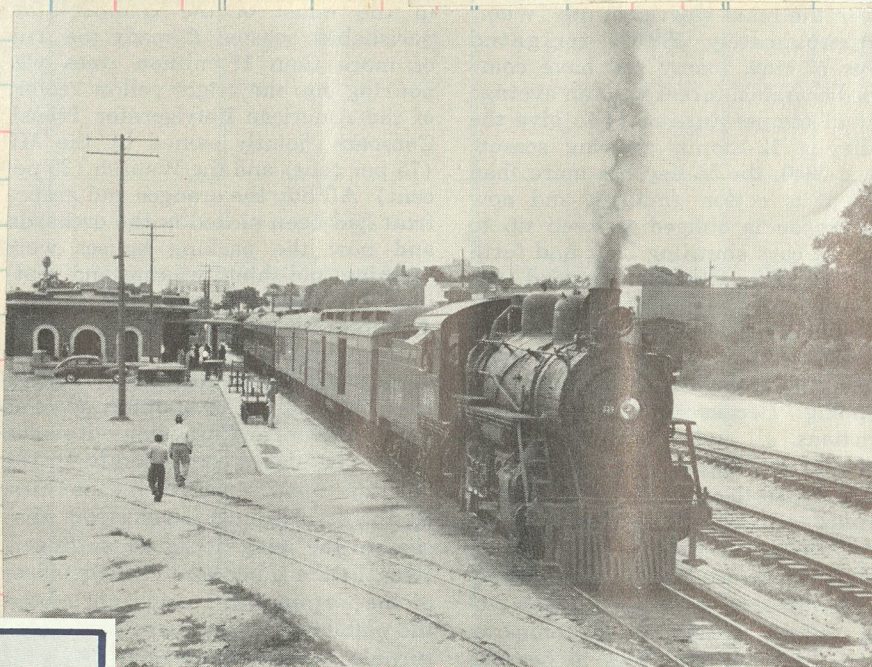
V. H. Schmidt, Jr.
The International-Great Northern's Passenger Station at San Antonio, Tex.



1417 - a Mike head a solid oil train at Chester Ill. (Chester Dist of Illinois Div)



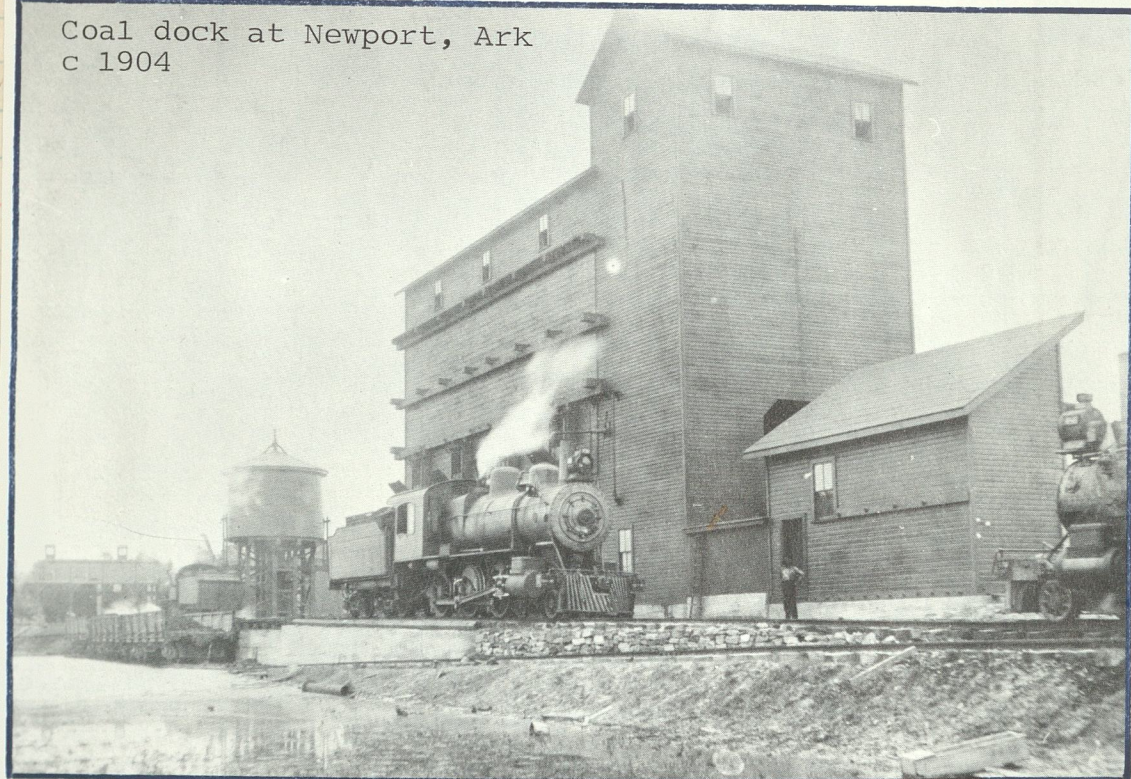
GAYLY BEDECKED MO. P. ENGINE AIDED IN 1918 LIBERTY BOND DRIVE
Missouri Pacific engine 3682 did its part in the Fourth Liberty Loan Drive in October of 1918. Shown in the picture taken at Leavenworth, Kans., are the following: STANDING (left to right)—J. M. Whalen, W. E. Merrifield, O. R. Polk, M. J. Phelan, R. C. Daniel, San Busby, D. W. Hickey, William Layton, Phil Dazzo, M. Kouns, H. T. Guinn, E. M. Dixon J. Vogt, E. T. Dyer, W. L. Thomas, Jim McKay, and I. N. Henry. FRONT ROW—J. W. Melvin, J. G. Peppard, J. M. Kelly, T. P. Brashay, Mont Williams, C. H. Howes, R. Degan R. H. Hallstead, O. M. Jenkins, and F. B. Chandler. On the tank of the engine is J. Nocola and on the front of the engine is C. M. Miller.



Ten wheeler I-GN #339, former HB&NO #230, ready to depart Corpus Christi with Trn #212 for Odem, Tx.



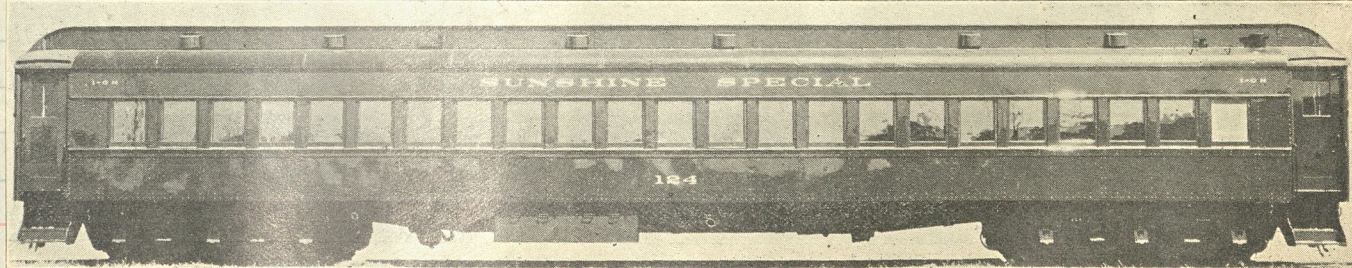
Backing into the station at St Louis



Coal dock at Newport, Ark
c 1904

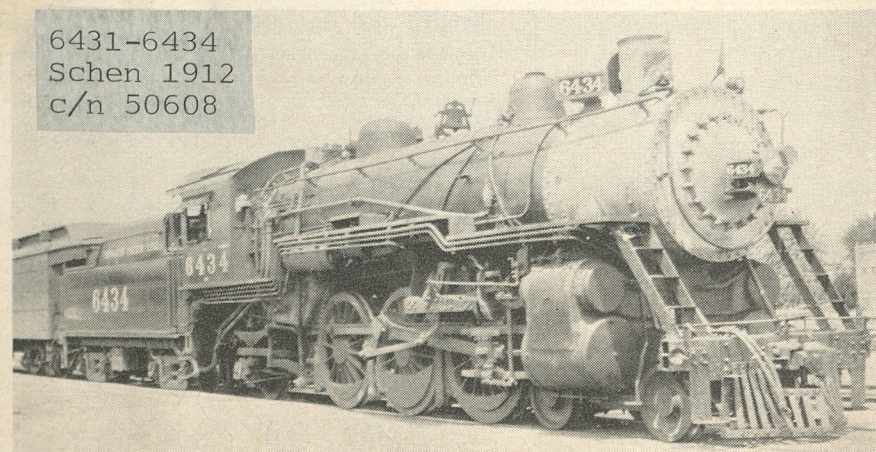


The SUNSHINE ROUTE



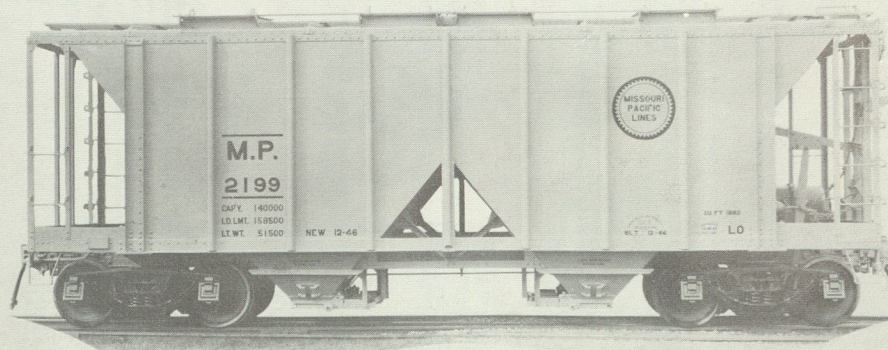
An 88 seat coach built by a.c.f. in 1924

[I-GN]



6431-6434
Schen 1912
c/n 50608

D. W. Eltridge

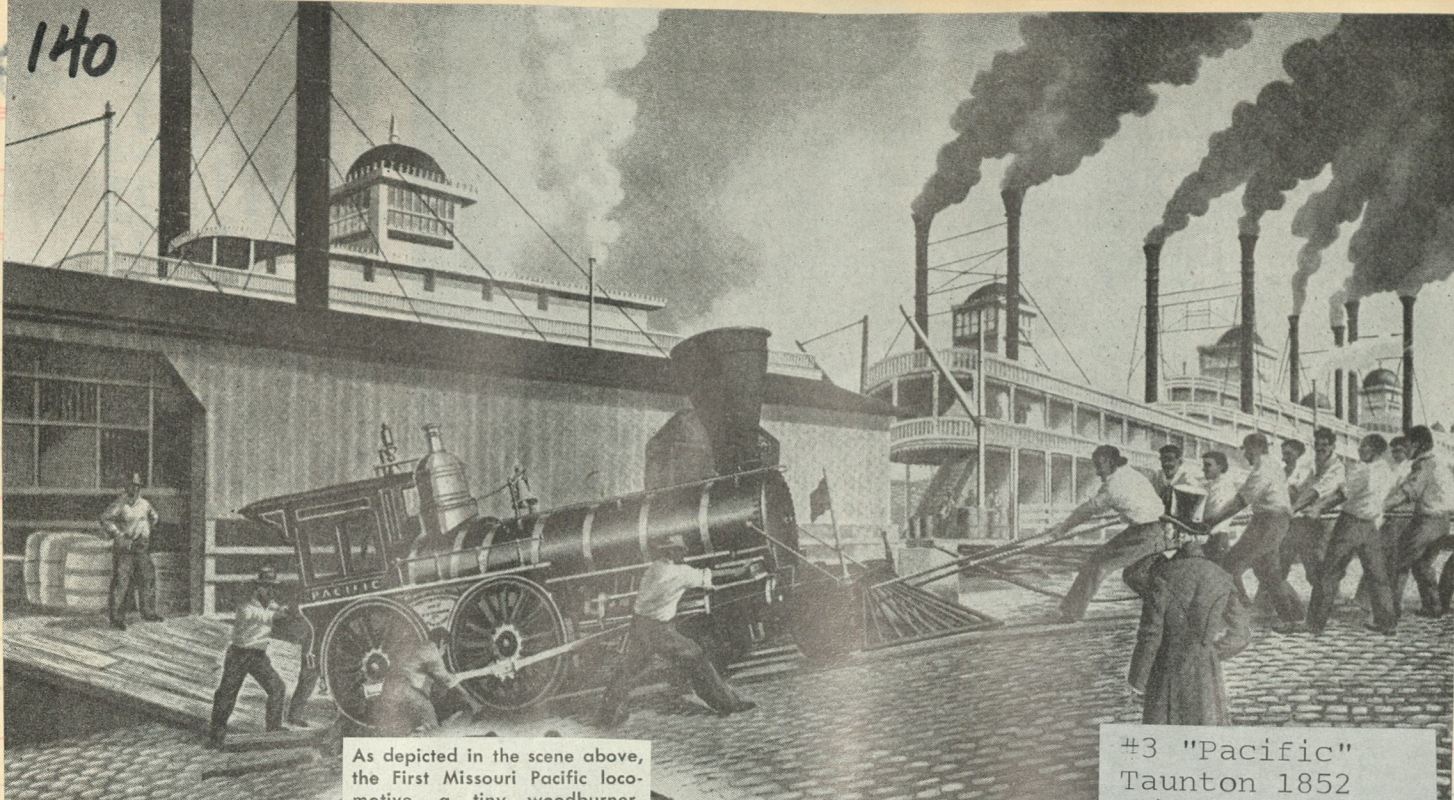


MO.PAC.LINES 12-46 Mod.
A.C.& F.CO. Lot 2975
100-70-T. St.Covered Hopper Cars
Negative No. 150374-A-2



#1123 Brooks 1903 c/n 28410

OKM

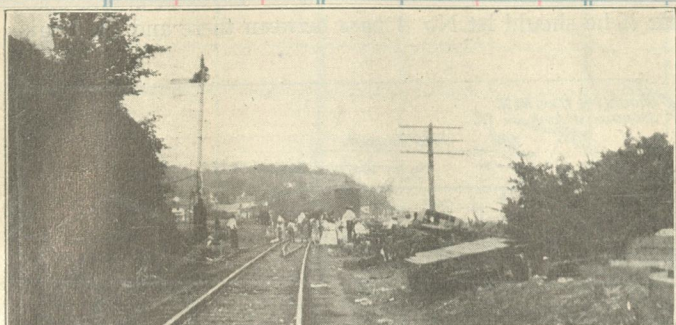


As depicted in the scene above, the first Missouri Pacific locomotive, a tiny woodburner, reached St. Louis aboard a Mississippi river steam boat in 1852.

#3 "Pacific"
Taunton 1852
c/n 104 66" ga.



A Close-Up of the Wreckage



Home Signal Location 232-233—Signal 232 Was Knocked Down



Looking South from Point of Collision

ONE OF THE WORST accidents in the history of the Missouri Pacific occurred at Sulphur Springs, Mo., on the evening of August 5, when passenger train No. 4, northbound from Texas, crashed into the rear of local passenger train No. 32, killing 37 and injuring over 100 people. Train No. 32 had stopped for water when train No. 4, having passed a distant and a home automatic block signal set against it, crashed into it. The engineman of No. 4 jumped off and was killed; and the fireman was severely injured.

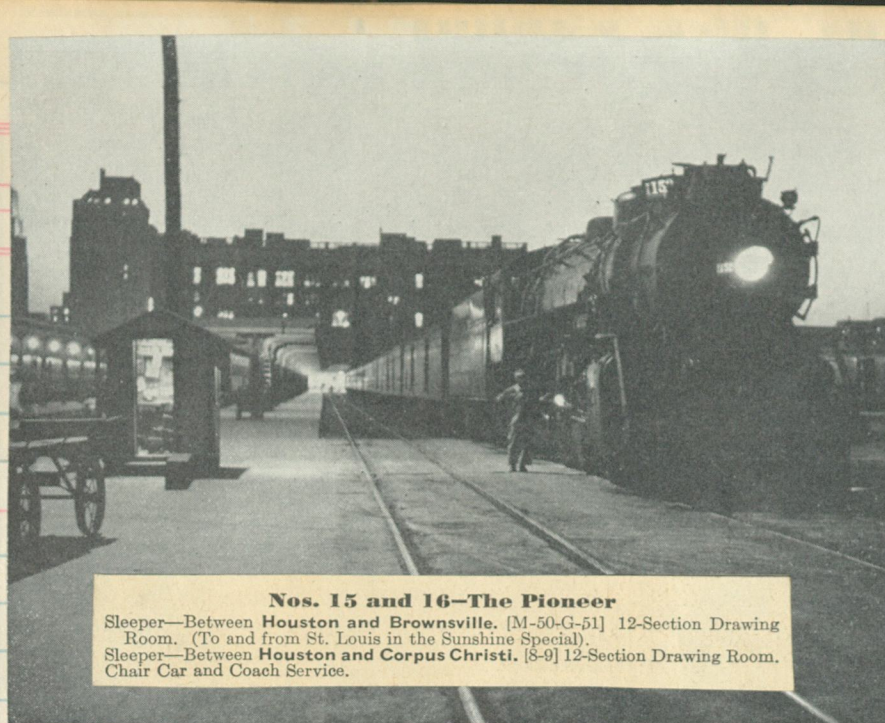
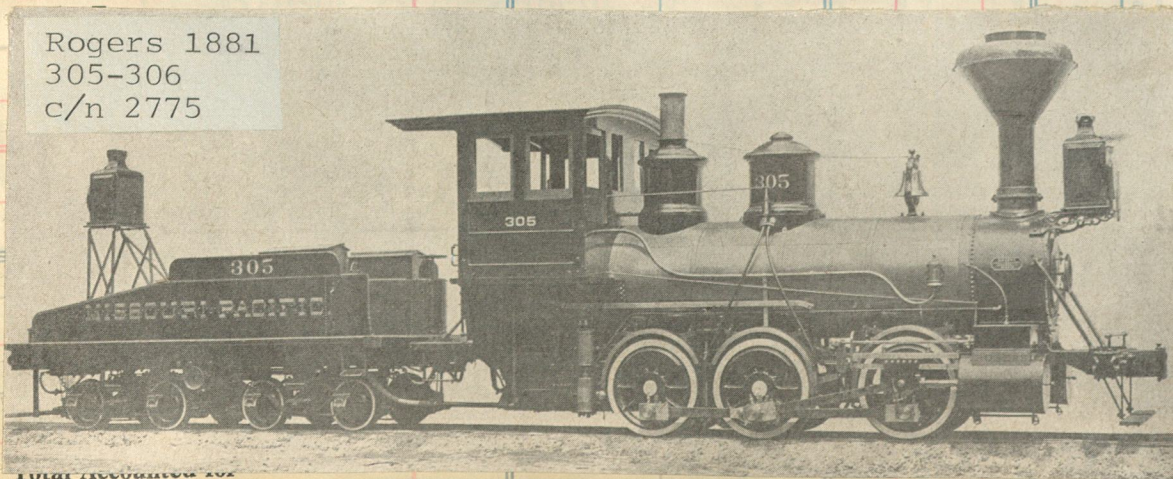
The collision occurred on the Missouri division of the Iron Mountain, 23 miles south of St. Louis. This line is double track from St. Louis to Cliff Cave, a distance of 13 miles and is single track from that point south. Trains are operated by train orders and an automatic block signal system which extends from St. Louis to Poplar Bluff, Mo., a distance of 165 miles. The track follows the west bank of the Mississippi River from Cliff Cave through Sulphur Springs to Riverside, 3.5 miles south of Sulphur Springs and is a succession of curves with only short stretches of tangent.

Before diesels, few carriers could credit themselves with more handsome heavy steam power than the Missouri Pacific. Here on a sunny day at California, Mo., when steam was still champ, a new Baldwin 4-8-4, No. 2211, is in the clear to meet a freight behind rebuilt Mountain 5344.



Total

Rogers 1881
305-306
c/n 2775

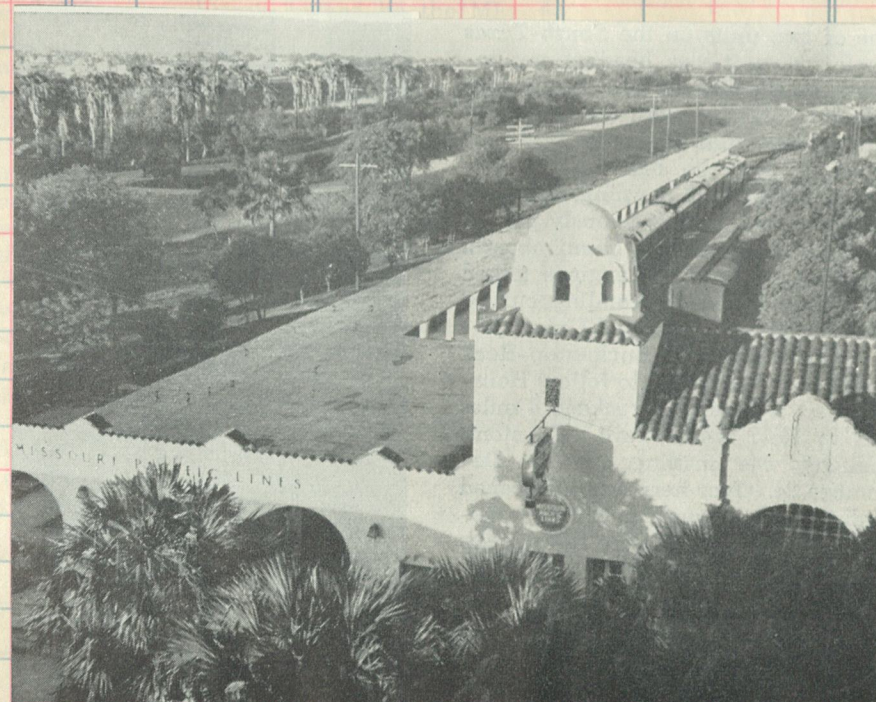
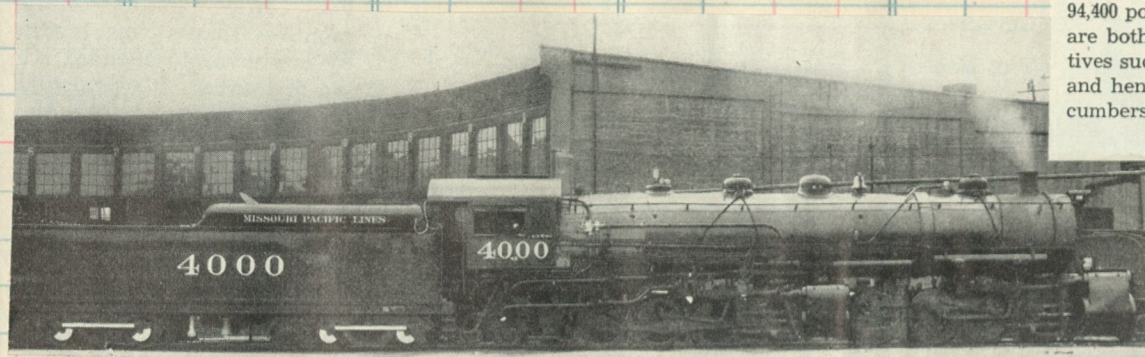


Nos. 15 and 16—The Pioneer
Sleeper—Between Houston and Brownsville. [M-50-G-51] 12-Section Drawing Room. (To and from St. Louis in the Sunshine Special).
Sleeper—Between Houston and Corpus Christi. [8-9] 12-Section Drawing Room. Chair Car and Coach Service.

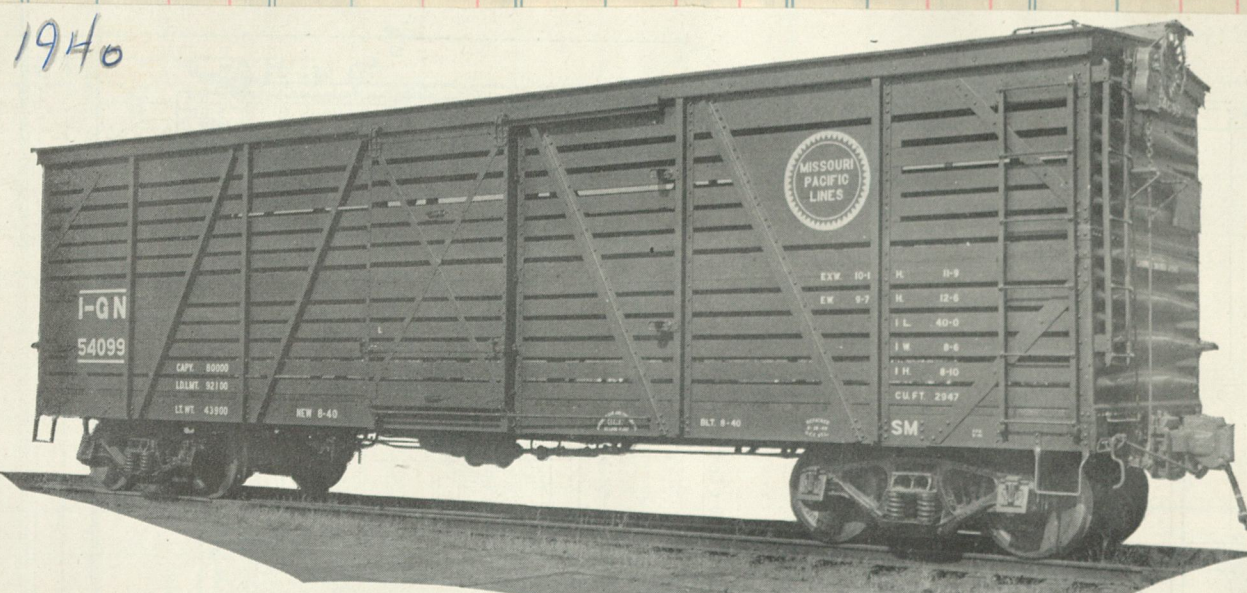
The Pioneer, MP's overnight express to the Rio Grande Valley, stands in Houston Union Station a few minutes before its 9:20 p.m. departure time. Up front, No. 15's engineer oils his modernized StLB&M Pacific, No. 1152. Once out of Texas' biggest metropolis, the Pioneer will pass into flat oil and livestock country, then go through the grain and cotton growing blacklands. Next morning the train will be in Brownsville and within sight of the border.

Missouri Pacific's only Mallet.

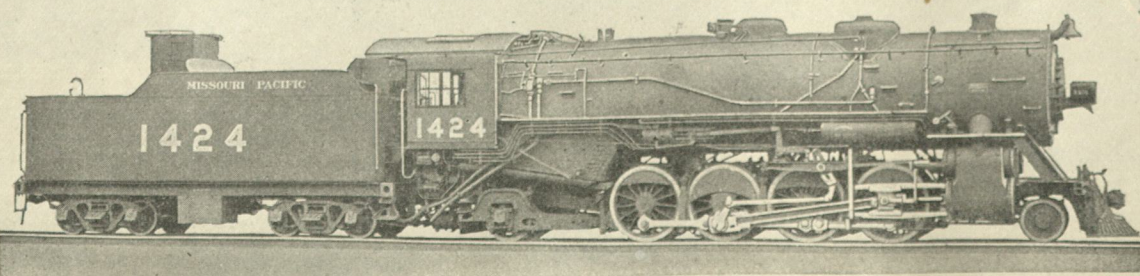
The true Mallet is a compound articulated locomotive, and that just fits the 4000. She is the only one of her type on MoPac, and is used in helper service over Kirkwood Hill west of St. Louis. Built by Baldwin in 1912, she has 26-and 40-inch by 32-inch cylinders, 55-inch drivers, weighs 454,400 pounds without tender, exerts 94,400 pounds tractive effort. The 12-wheel tender trucks are both fitted with boosters. The older Mallet locomotives such as this were designed for slow, heavy service, and hence had high maximum tractive effort, but were cumbersome machines of limited horsepower.



The sun comes up in the border city of Brownsville and reflects brilliantly on the clean Spanish architecture of the MP's combination rail and bus terminal. The palm trees at left line the bank of the muddy Rio Grande; nearer the station is the flood-control dike. Train standing in station is No. 12, a standard local



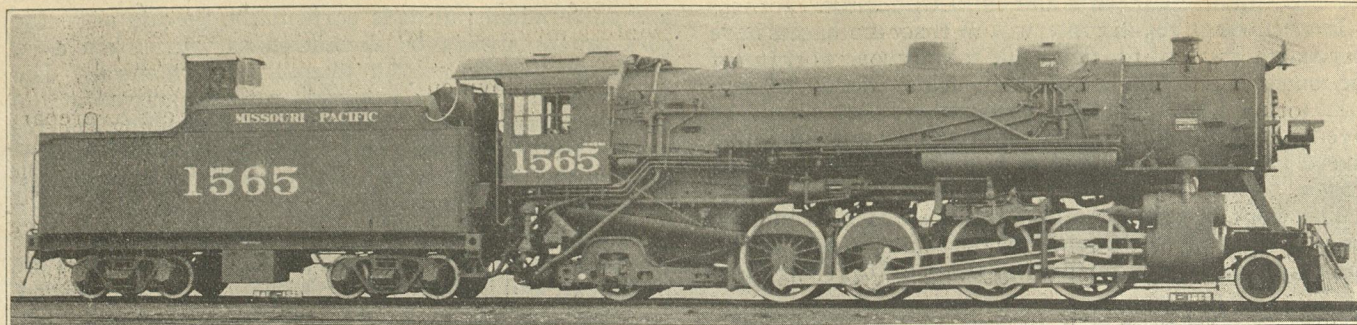
Missouri Pacific Lines (I.-C. N.) 40-ton single-deck stock car. Builder, American Car and Foundry Co. Inside, length 40 ft. 1/2 in.; width 8 ft. 6 3/4 in.; height 8 ft. 10 in.; capacity, 2,947 cu. ft.; light weight, 43,900 lb. load limit, 92,100 lb.



BUILT FOR THE MISSOURI PACIFIC RAILROAD

1401-1425
Brooks 1921
c/n 62959

1536-1570
Brooks 1925
c/n 66259



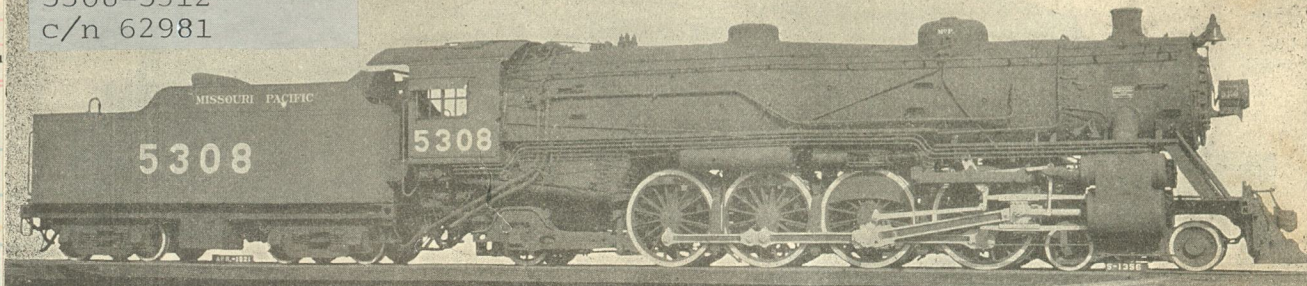
Mikado (2-8-2) Locomotive Built by the American Locomotive Co., for the Missouri Pacific R. R.

One of the Twelve Duplex Stoker-fired Mountain Type Missouri Pacific Locomotives—

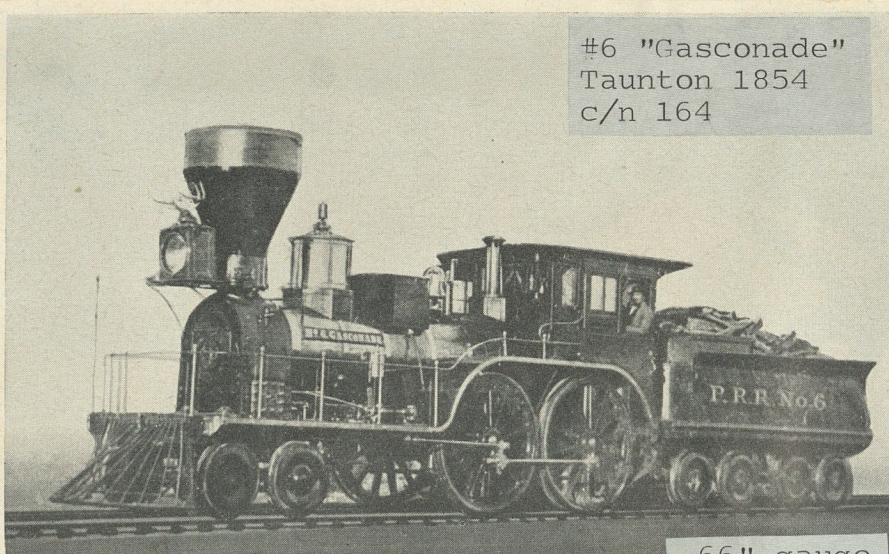


—covering daily three continuous divisions from St. Louis, Mo. to Hoxie, Ark.

Schenectady 1921
5308-5312
c/n 62981

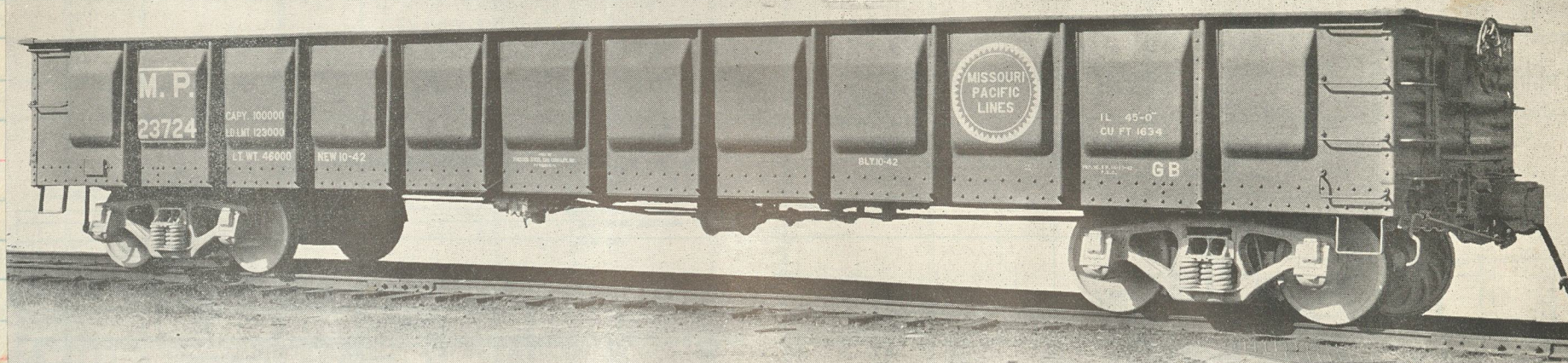


#6 "Gasconade"
Taunton 1854
c/n 164



66" gauge

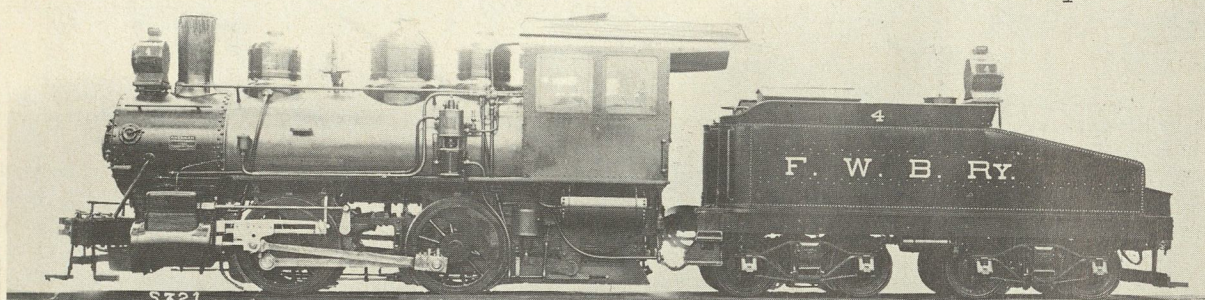
Pacific Railroad 4-4-0 No. 6 is a duplicate of No. 3, the first locomotive to operate west of the Mississippi River, on what became the Missouri Pacific. No. 3 made its first run in 1852.



1942

Missouri Pacific 50-ton, 45 ft. 0 in., gondola car with fixed ends, solid bottom and panel sides. Builder, Pressed Steel Car Co., Inc. Inside, length 45 ft. 0 in.; width 9 ft. 5 in.; height of sides, 3 ft. 9 in.; capacity, 1,634 cu. ft.; light weight, 46,000 lb.; load limit, 123,000 lb.

Schenectady 1904



Fort Worth Belt

c/n 30202

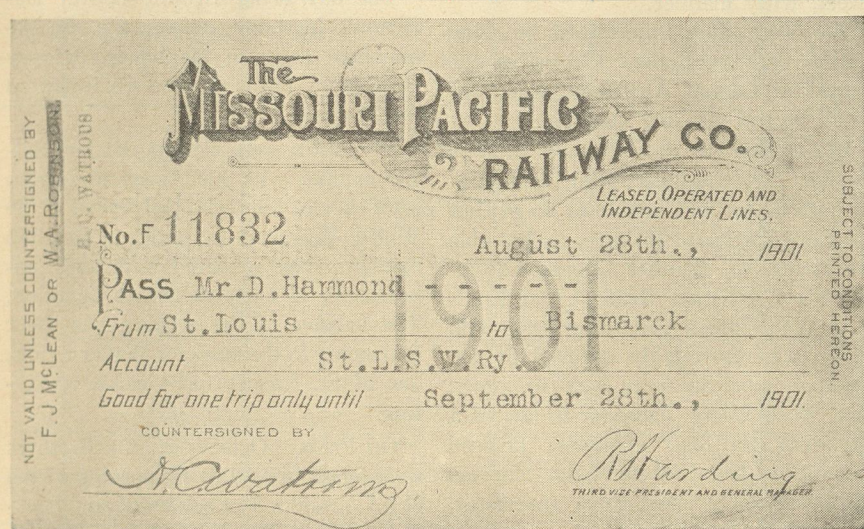
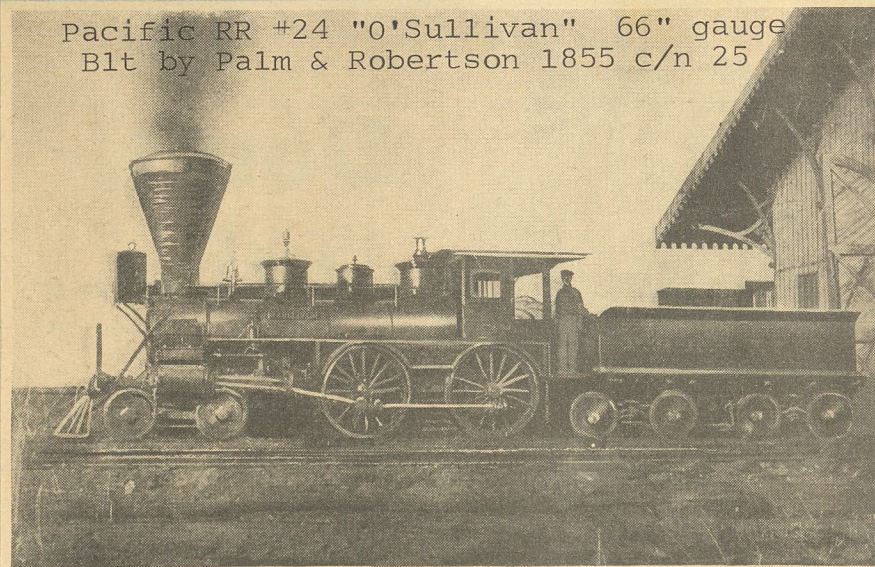
4 0-4-0 1904 50" 40T-34T



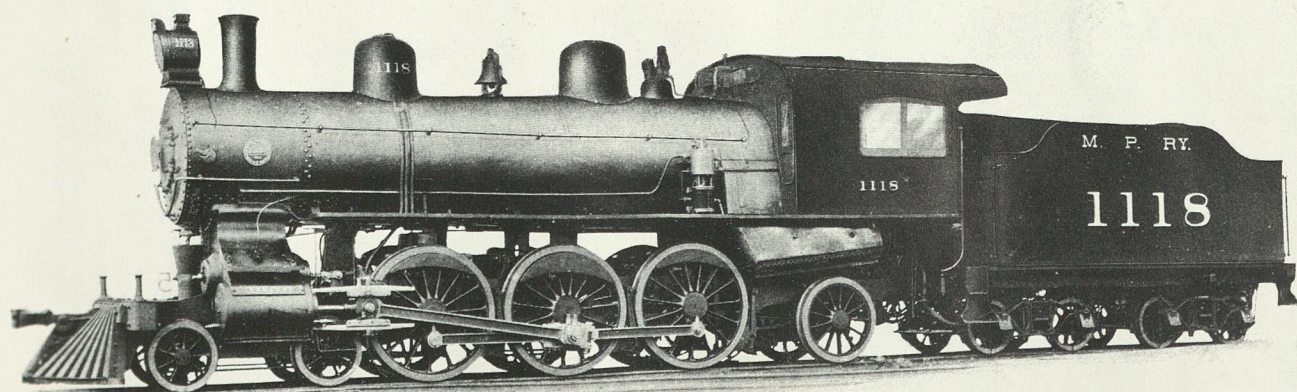
1915

The Omaha Division of the Missouri Pacific traverses a rich agricultural section and the view from the observation end or from the car window lends a special interest to the trip. This view is in Nebraska, on the line of the Missouri Pacific, between Omaha and Kansas City

Pacific RR #24 "O'Sullivan" 66" gauge
Blt by Palm & Robertson 1855 c/n 25



PASS USED IN 1901



1115-1119
Brooks 1902
c/n 26617
renoed 6501-6505

PACIFIC TYPE PASSENGER LOCOMOTIVE
Built for the Missouri Pacific Railway

Cyls 20x26
Dvs 69"
B.P. 200+
T.E. 25,600

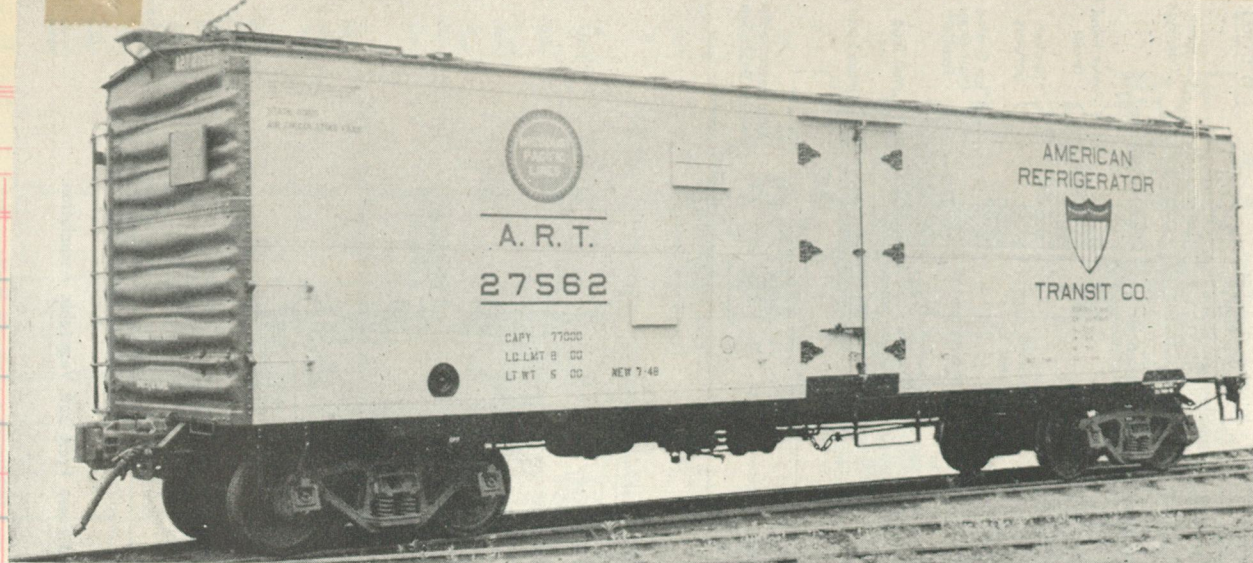
While they were not the first 4-6-2's to be built, these engines had the type named after them, and, was accepted by most major roads in North America as its standard passenger power for over thirty years.





Long Freight Trains Unload Wheat at Kansas City's Mammoth Grain Elevators

Staff Photographer Robert F. Sisson



American Refrigerator Transit, 40-ton, 40-ft., steel refrigerator car, A. A. R. Class RS with stage icing and air circulating fans. Builder, General American Transportation Corp.

A. R. T.
REFRIGERATOR
SERVICE

*Dependable Transportation
and Complete Protection
for Perishable Products*
AMERICAN REFRIGERATOR TRANSIT CO.

Inside length between bulk-
heads 33 ft. 2 3/4 in.; width
8 ft. 3 in.; height 7 ft. 3 in.;
capacity 1,988 cu. ft.; light
weight 56,500 lb.; load limit
79,500 lb.

FAIRBANKS-MORSE Coaling Stations

A 175 ton Reinforced Concrete Coaling Station built by Fairbanks-Morse for the Missouri Pacific Railroad at Mt. Ida, Kas.

A duplicate was built at Roper, Kansas. Fairbanks-Morse coal handling machinery operated by a 10 H.P. Fairbanks-Morse "Y" Oil Engine elevates 50 tons of coal hourly.



PRACTICAL construction of Fairbanks-Morse Coaling Stations insures low operating and low maintenance cost. They are simple in design, have no untried devices—are sturdy and serviceable.

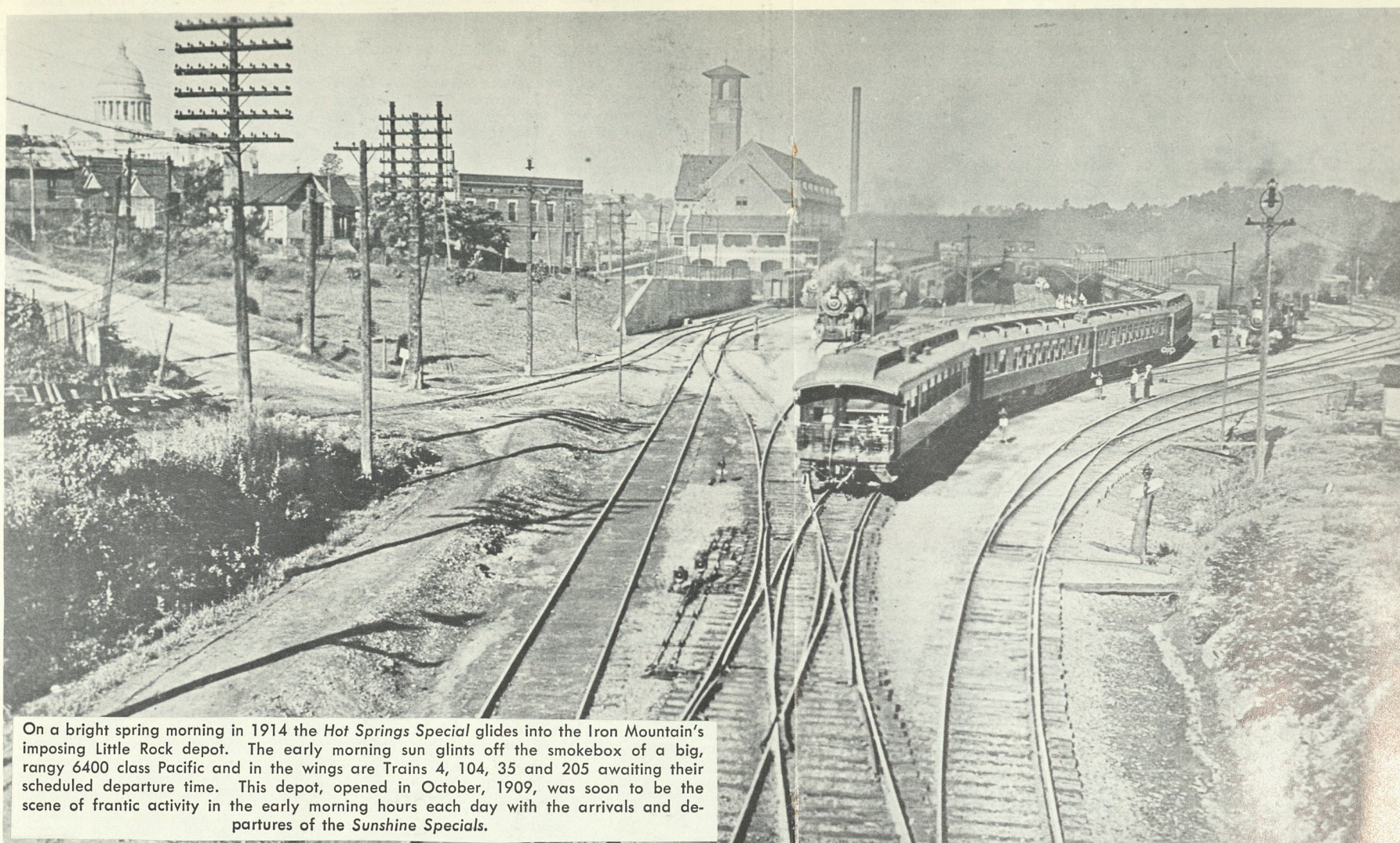
Our factories manufacture the machinery and coal handling facilities. We design and build the plant and deliver it to you tested and ready for service. There is no divided responsibility. We have built 500 coaling stations on over 100 Railroads in 18 years.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO
THE CANADIAN FAIRBANKS-MORSE CO., LTD., MONTREAL

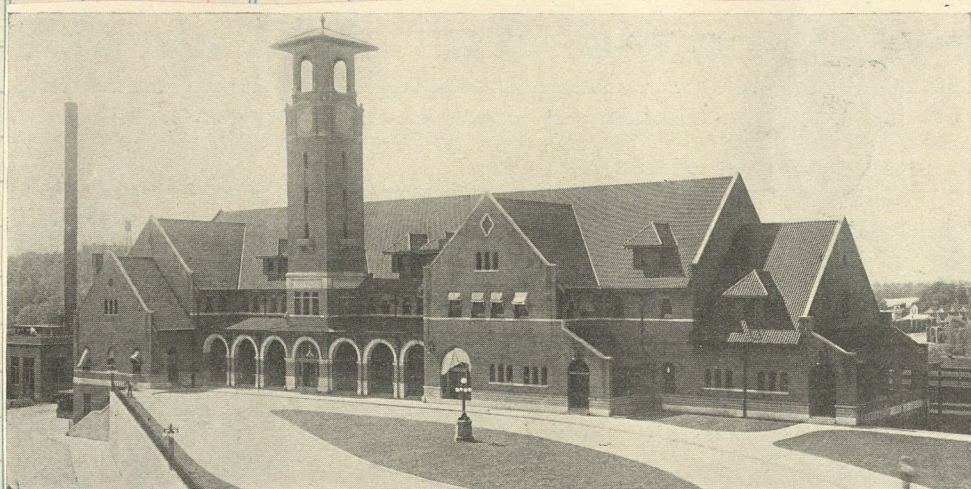


One of the 1924 Mikes, Schenectady c/n 66010, working outside of Omaha with southbound tonnage.

Clos. No. Sold Amount Clos.

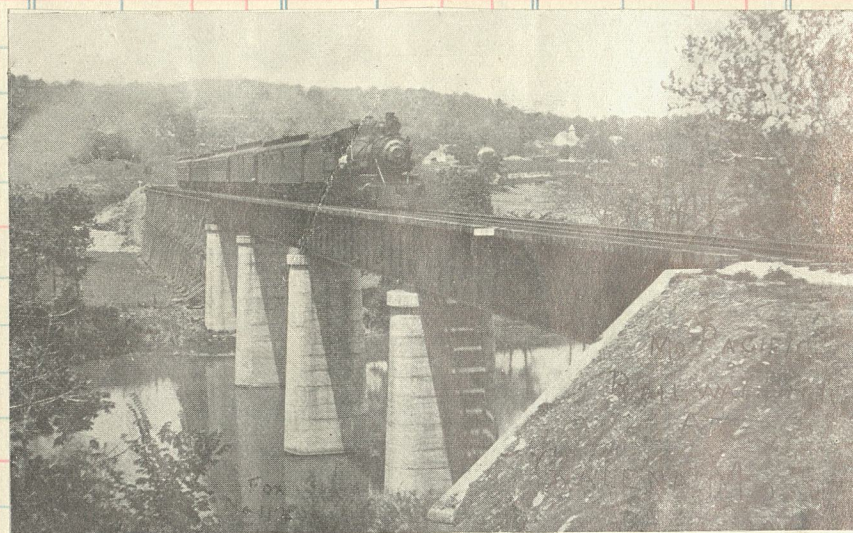


On a bright spring morning in 1914 the Hot Springs Special glides into the Iron Mountain's imposing Little Rock depot. The early morning sun glints off the smokebox of a big, rangy 6400 class Pacific and in the wings are Trains 4, 104, 35 and 205 awaiting their scheduled departure time. This depot, opened in October, 1909, was soon to be the scene of frantic activity in the early morning hours each day with the arrivals and departures of the Sunshine Specials.



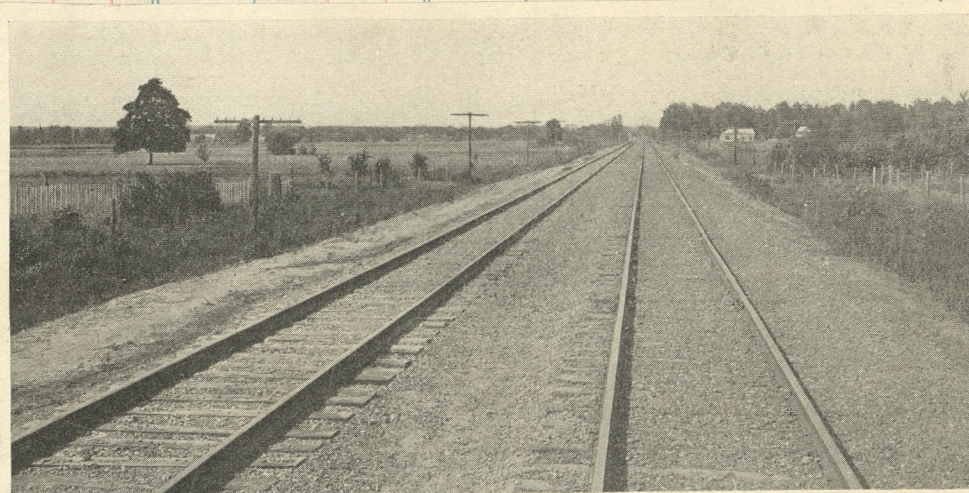
OKM

Iron Mountain Passenger Station at Little Rock



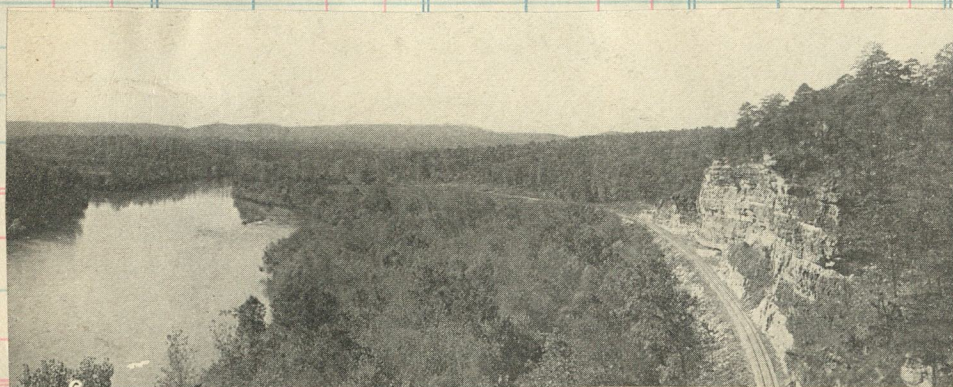
Iron Mountain bridge across James River at Galena

OKM



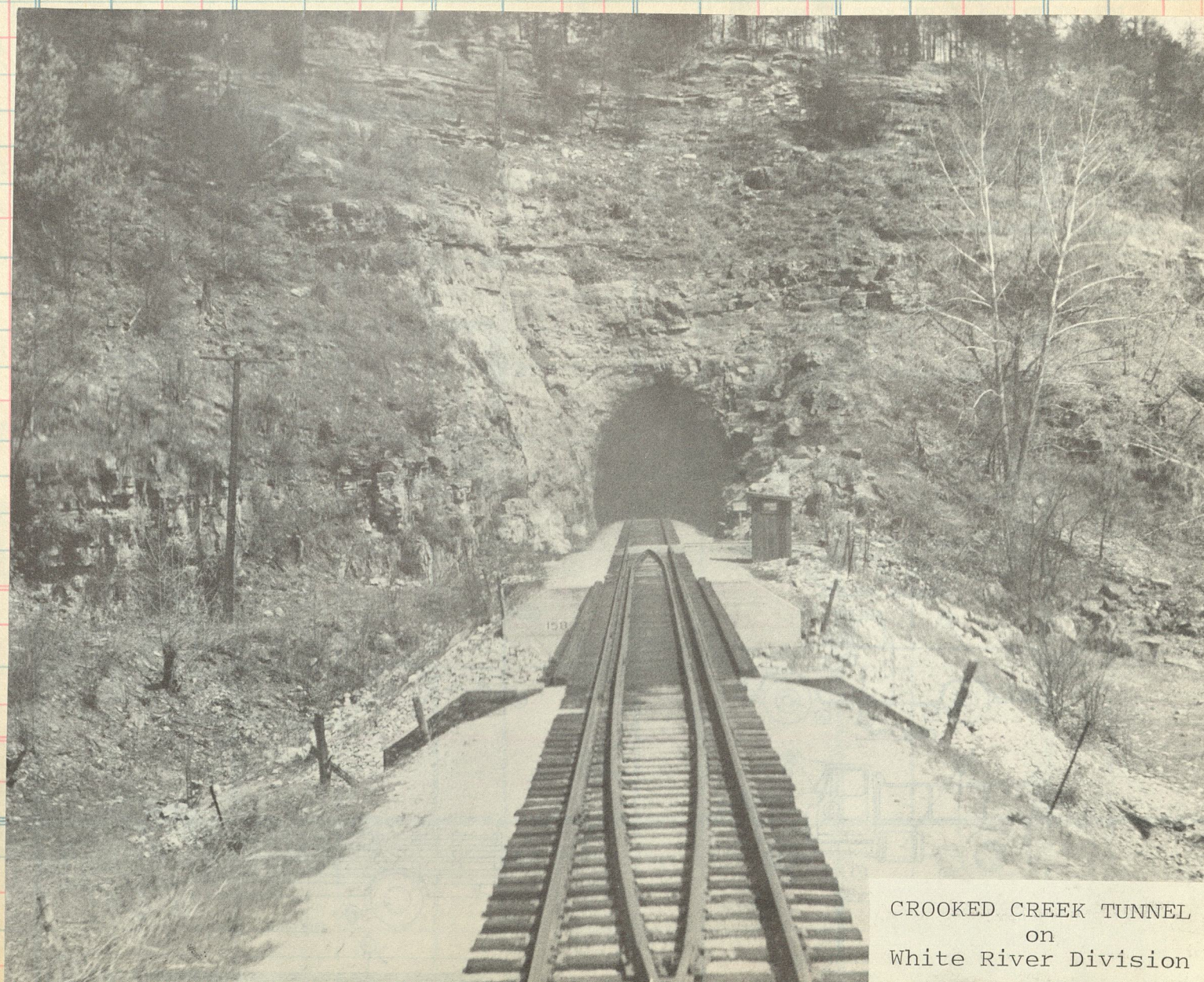
Double Track on the Iron Mountain in Northern Arkansas

OKM



River and Rail Between Cotter and Newport on Iron Mountain

OKM

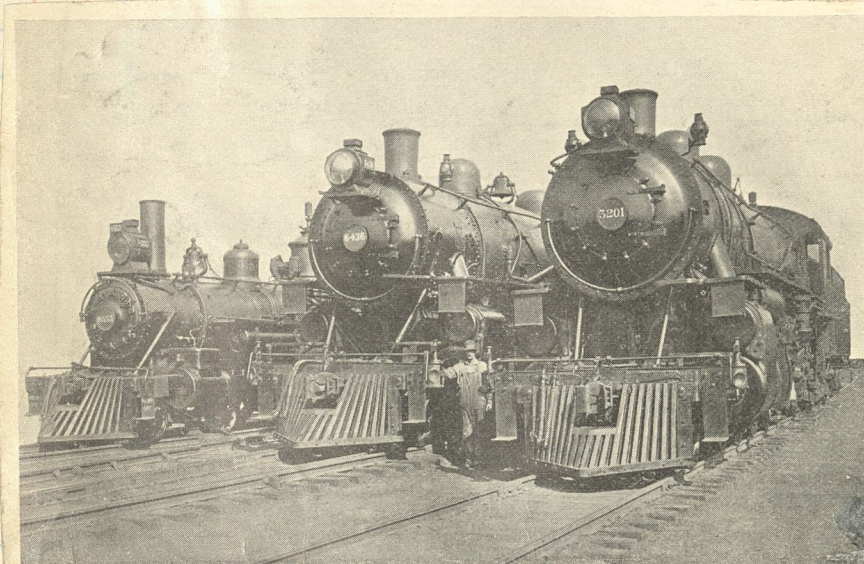


CROOKED CREEK TUNNEL
on
White River Division

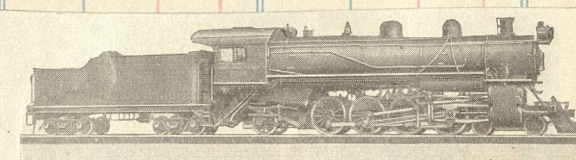
2-43 1000 bks. (Eureka 96728)
Printed in U. S. A.

143

MISSOURI PACIFIC IRON MOUNTAIN

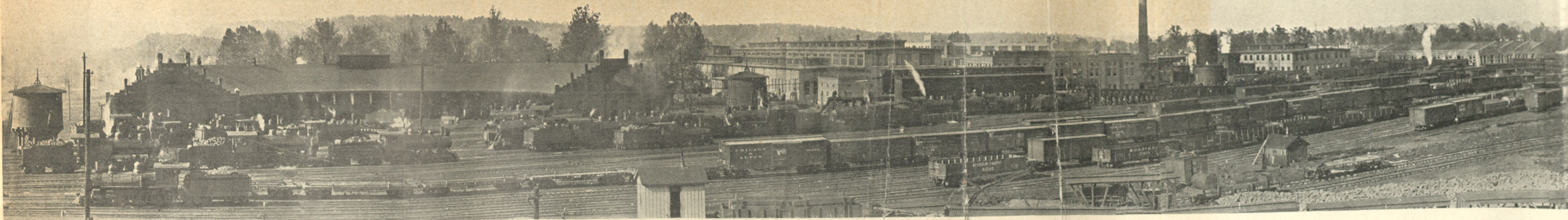


Three Ages of Motive Power on the
Missouri Pacific-Iron Mountain OKM



STL. IM. 83. MISSOURI PACIFIC RAILWAY 5201
Total Weight of Engine, 296,000 pounds; Weight on Drivers,
208,000 pounds; Maximum Tractive Power, 50,400 pounds.

OKM



Panorama of Iron Mountain principal locomotive and car shops at Argenta, Arkansas. This view, made some time ago, does not show the two new round-

houses on and adjoining the site formerly occupied by the old roundhouse as shown at the extreme left of the picture. Including employees in the

shops at Argenta and in Little Rock, the Iron Mountain employees at Little Rock approximate 3,500 people. The locomotive department of the Argenta

shops handle for general and re-build repairs about twenty-five locomotives per month. In addition, a number of lighter repairs are made

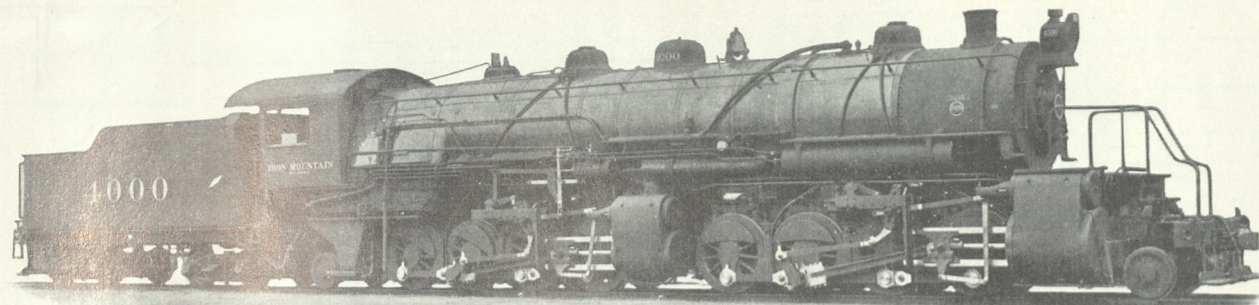
to locomotives in service. The round-houses handle approximately seventy-five engines per day, to which the ordinary running repairs are made.

In the passenger car department an average of fifteen cars per month are received for general and re-build repairs. The freight car department has an

output of approximately cars per month for general repairs. These shops, in addition



THE BALDWIN LOCOMOTIVE WORKS



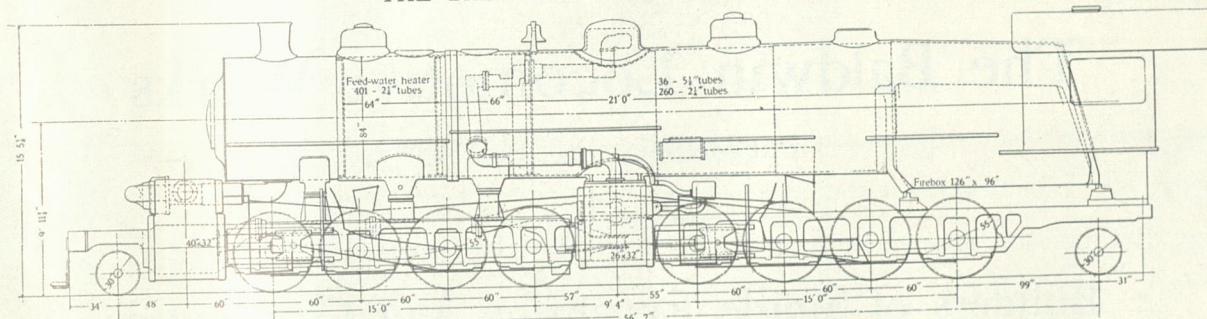
Baldwin 1912
c/n 37675

St. Louis, Iron Mountain & Southern Railway Company

The locomotive shown above is intended for heavy switching service in hump yards where the runs are short and it is necessary to develop a high tractive force at slow speeds. Owing to the peculiar nature of the service, an automatic starting valve is placed between the live steam supply and the receiver pipe. This valve enables the locomotive to start single expansion and subsequently change to compound working. The steam distribution to all the cylinders is controlled by fifteen-inch

piston valves. The boiler is of the separable type, with a feed-water heater in the front section. A Schmidt superheater, placed in the main boiler section, superheats the steam before it enters the high-pressure cylinders. No reheater is used with this arrangement. The construction of the frames, cylinders and cylinder saddles is generally similar to that shown on pages 12 and 14. The tractive force, working compound, is 94,500 pounds.

THE BALDWIN LOCOMOTIVE WORKS



Mallet Articulated Locomotive for the St. Louis, Iron Mountain & Southern Ry. Co.

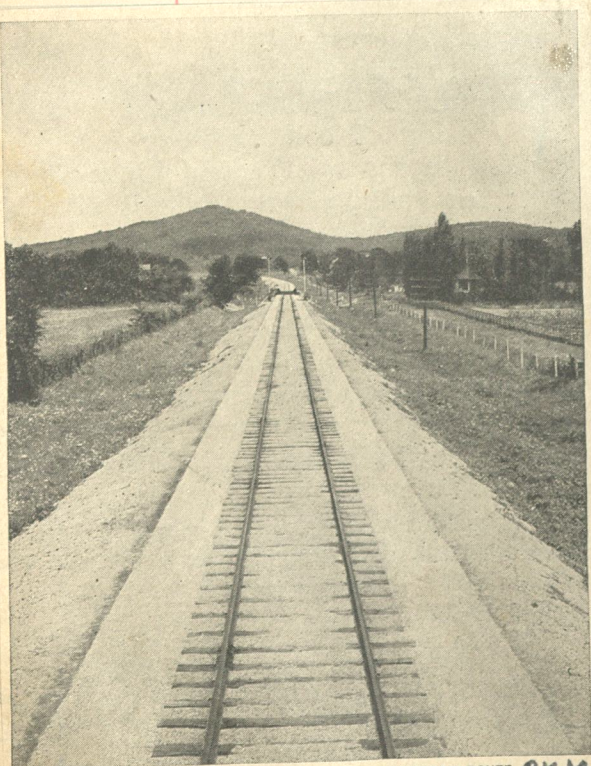
Baldwin Class 20-44-1/4-EE 51

Type 2-8-8-2

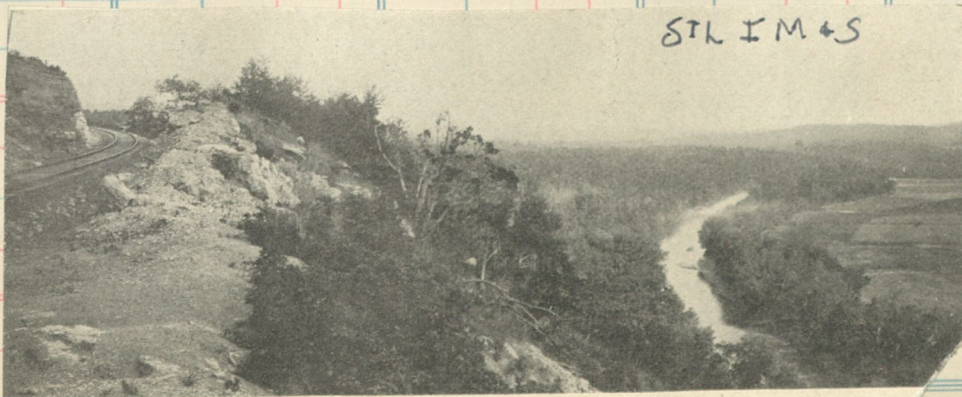
Code Word, RECUPERAIS

GENERAL DIMENSIONS

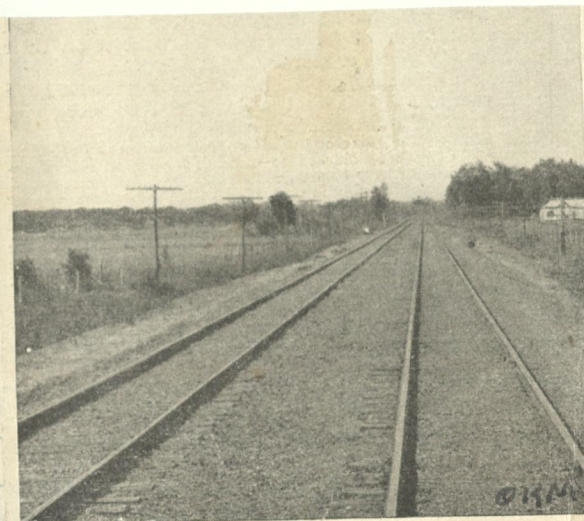
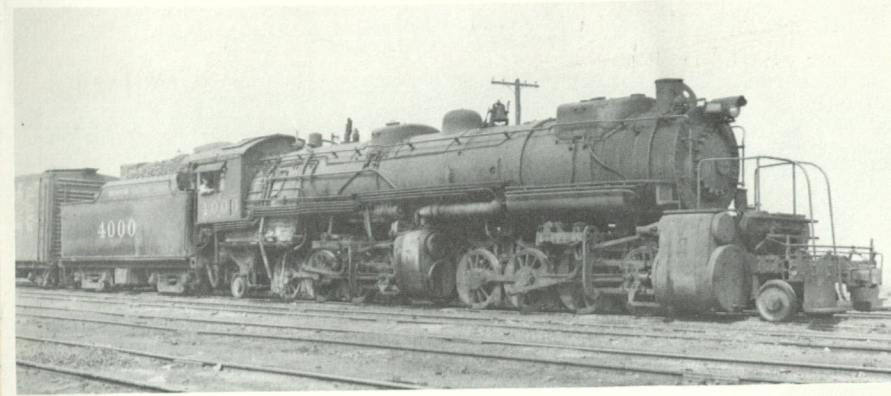
GAUGE	4' 8 1/2"	FIRE TUBES—Diameter	5 1/2" and 2 1/4"	ENGINE TRUCK WHEELS—	
CYLINDERS	26" and 40" x 32"	Material	Steel	Diameter, front	30"
Valves	Balanced Piston	Thickness	5 1/2", No. 9 W.G.	Journals	6" x 10"
BOILER—Type	Straight	Number	5 1/2", 36; 2 1/4", 260	Diameter, back	30"
Material	Steel	Length	21' 0"	Journals	6" x 10"
Diameter	84"	FEED-WATER HEATER TUBES—		WHEEL BASE—Driving	39' 4"
Thickness of Sheets	13/16"	Number	401	Rigid	15' 0"
Working Pressure	200 lbs.	Diameter	2 1/4"	Total Engine	56' 7"
Fuel	Soft Coal	Length	5' 4"	Total Engine and Tender	85' 2 1/4"
Staying	Radial	HEATING SURFACE—Firebox	252 sq. ft.	WEIGHT—Estimated	
FIREBOX—Material	Steel	Fire Tubes	4281 sq. ft.	On Driving Wheels	395,000 lbs.
Length	126"	Feed-Water Heater Tubes	1230 sq. ft.	On Truck, front	20,000 lbs.
Width	96"	Total	5763 sq. ft.	" back	20,000 lbs.
Depth	front, 75 1/2"; back, 70 1/2"	Superheating Surface	890 sq. ft.	Total Engine	435,000 lbs.
Thickness of Sheets	sides, 3/8"; back, 3/8"; crown, 3/8"; tube, 5/8"	Grate Area	84 sq. ft.	Total Engine and Tender	590,000 lbs.
Water Space,	front, 5"; sides, 5"; back, 5"	DRIVING WHEELS—Diam. Outside	55"	TENDER—Number of Wheels	8
		Diameter of Center	48"	Diameter of Wheels	33"
		Journals, main	11" x 12"	Journals	5 1/2" x 10"
		" others	10" x 12"	Tank Capacity	8,000 gals.
				Fuel Capacity	14 tons
				SERVICE	Switching



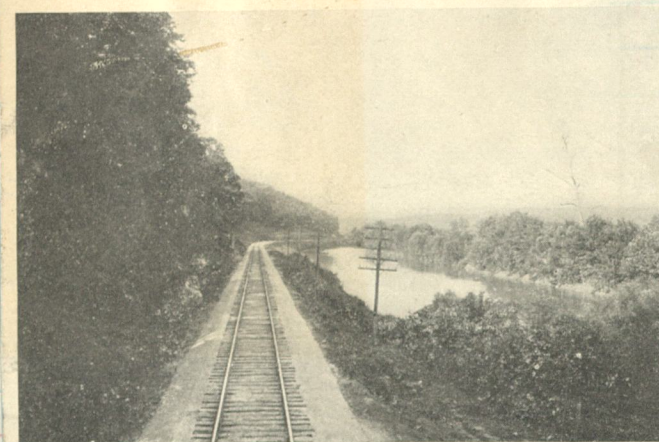
VIEW ON ST. LOUIS-TEXAS DIVISION, IRON MOUNTAIN ROUTE
The Great Steel Highway between St. Louis, Texas, Mexico and Southern California



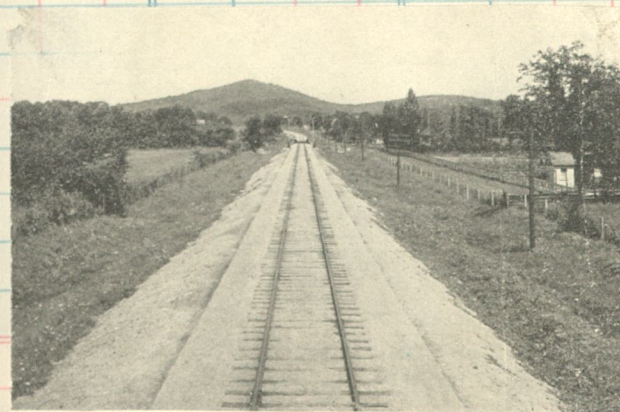
A Picturesque View on White River Division



BETWEEN ST. LOUIS AND TEXAS ON THE IRON MOUNTAIN ROUTE
NEAR JUDSONIA, ARKANSAS



Southeast Missouri Streams are Noted for Their
Beauty and for the Fine Fishing
They Afford



A View of Pilot Knob, in the Beautiful Arcadia
Valley of Southeast
Missouri

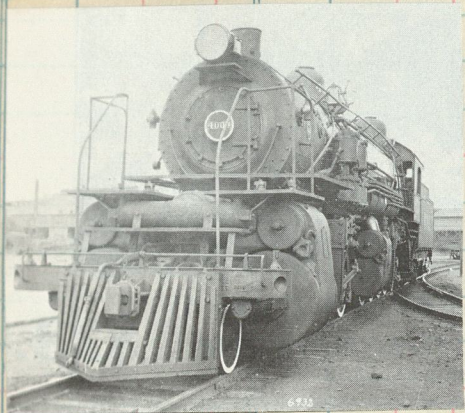
Enginehouse at North Little Rock



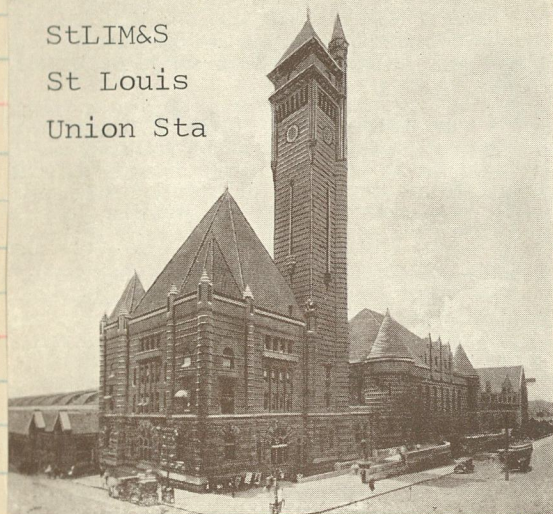
OKM
ately two hundred general and re-build shops put out each n to re-build and general repair work, about thirty thousand dollars worth of manufactured articles of various kinds for use on all parts of the system.

Originally Baring Cross, next Argenta in 1907 and 1917 as North Little Rock

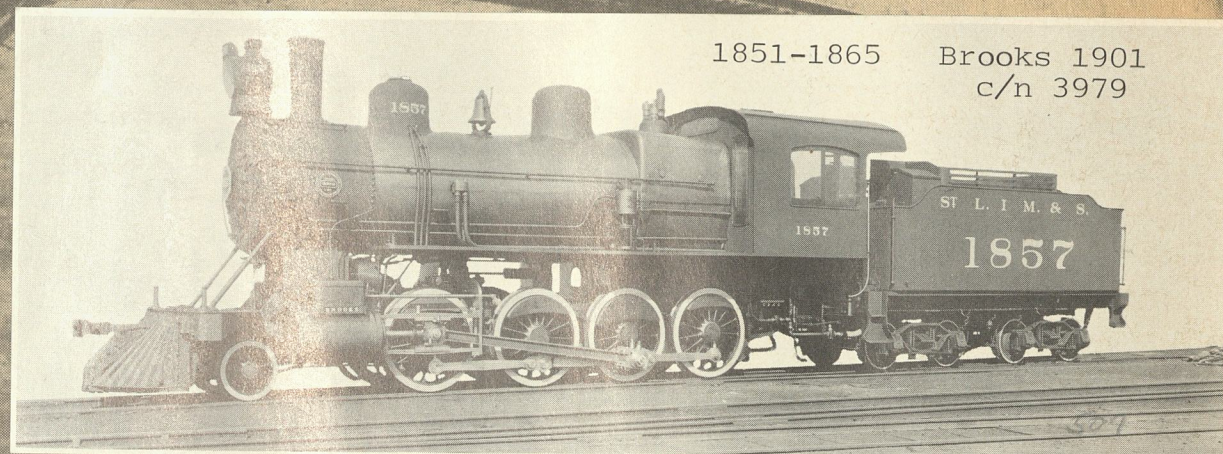
OKM



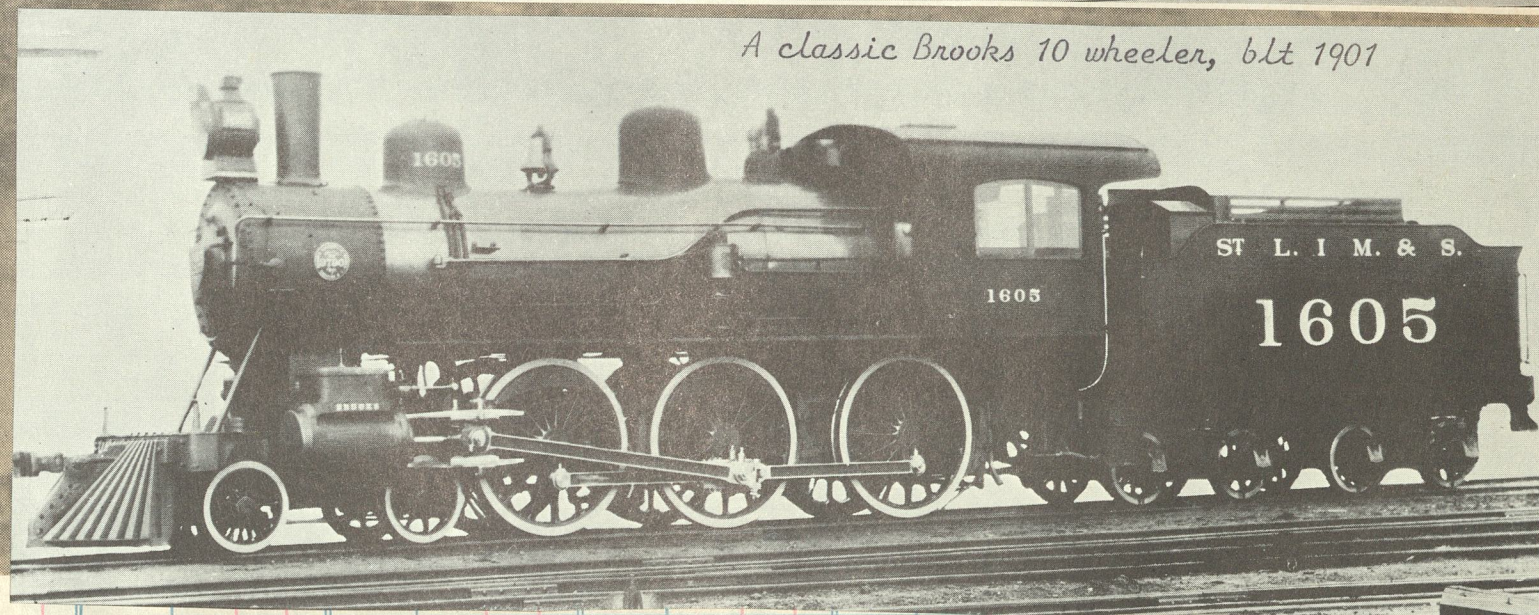
StLIM&S
St Louis
Union Sta



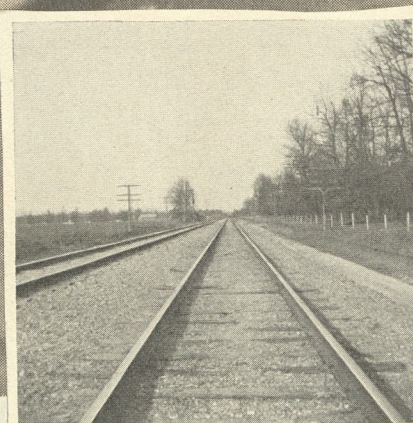
1851-1865 Brooks 1901
c/n 3979



A classic Brooks 10 wheeler, blt 1901

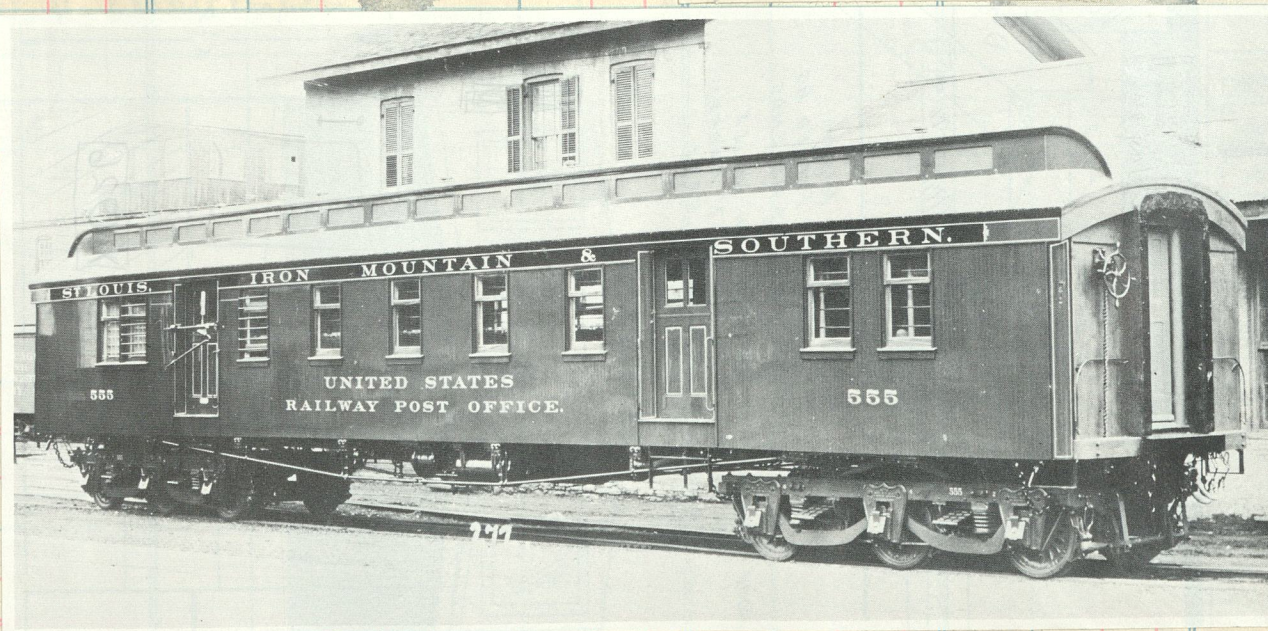


1601-1606 renoed 7519 c/n 3790



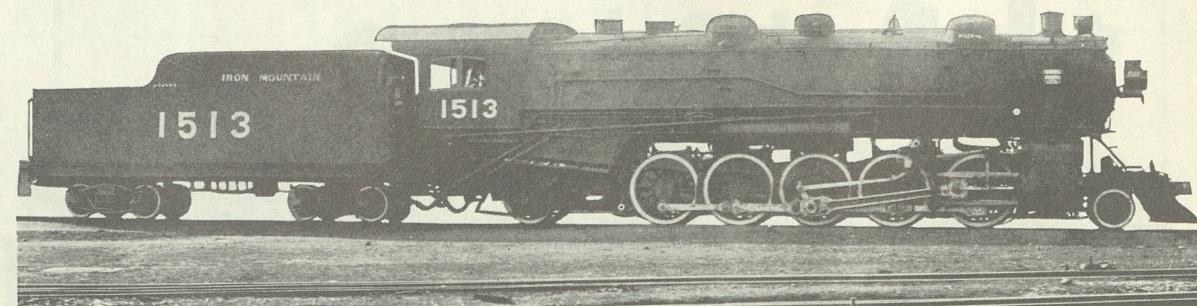
View on Iron Mountain near Newport, Arkansas, Taken from a Moving Train

OKM



"Neither rain, nor snow, nor gloom of night....." The transporting of the U. S. Mails by rail had provided this nation with a service both reliable and rapid.

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY



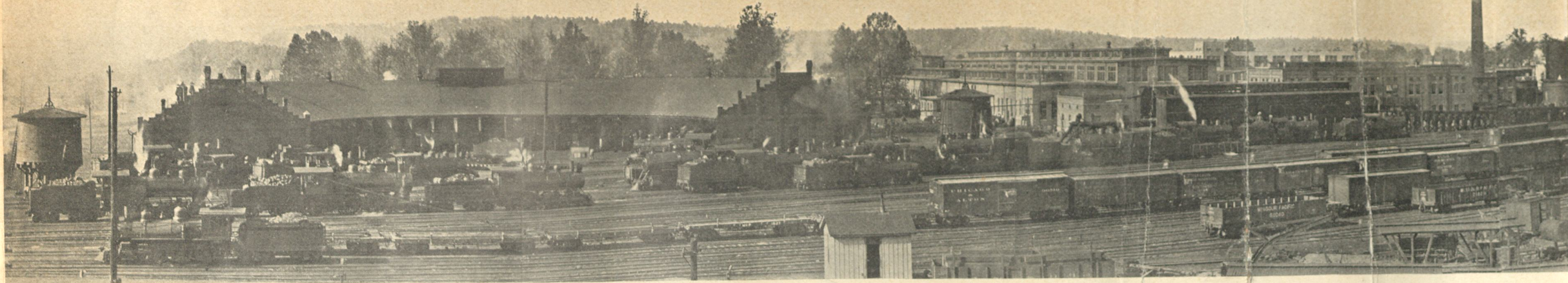
1501-1514 (renoed 1701-1714) c/n 56488 Brooks 1916

14 Locomotives like the above are being fired by Street Stokers

Cylinders30 x 32 in.
Driving wheels, diameter.....63 in.
Steam pressure186 lbs.
Boiler diameter84 in.
Tubes, length21 ft.-3 in.
" number46-5 1/2 in.
"226-2 1/4 in.
Heating surface, tubes4,217 sq. ft.
" " water tubes86 sq. ft.
" " fire box364 sq. ft.
" " total4,617 sq. ft.
" " superheater1,170 sq. ft.
Fire box120 1/8 x 96 1/4 in.

Grate area80.3 sq. ft.
Wheel base, driving22 ft.-6 in.
" " engine41 ft.-10 in.
" " and tender78 ft.-10 1/4 in.
Weight, leading26,000 lbs.
" driving294,500 lbs.
" trailing49,500 lbs.
" engine370,000 lbs.
" tender190,300 lbs.
Tender capacity, water10,000 gals.
" " coal16 tons
Maximum tractive power.....72,300 lbs.
Factor of adhesion.....4.07

144



Panorama of Iron Mountain principal locomotive and car shops at Argenta, Arkansas. This view, made some time ago, does not show the two new round-

houses on and adjoining the site formerly occupied by the old roundhouse as shown at the extreme left of the picture. Including employees in the

shops at Argenta and in Little Rock, the Iron Mountain employees at Little Rock approximate 3,500 people. The locomotive department of the Argenta

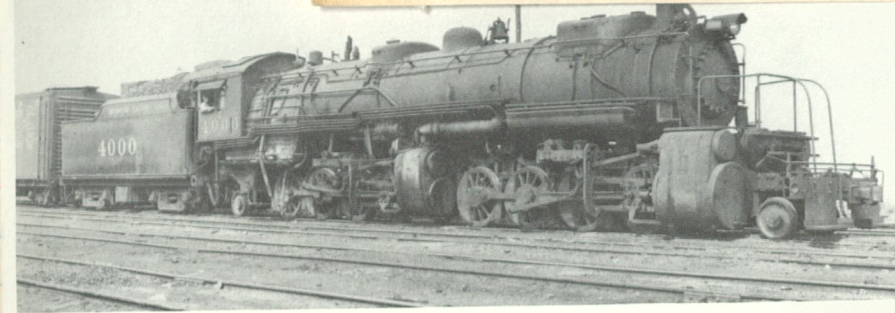
shops handle for general and re-build repairs about twenty-five locomotives per month. In addition, a number of lighter repairs are made

to locomotives in service. The round-houses handle approximately seventy-five engines per day, to which the ordinary running repairs are made.

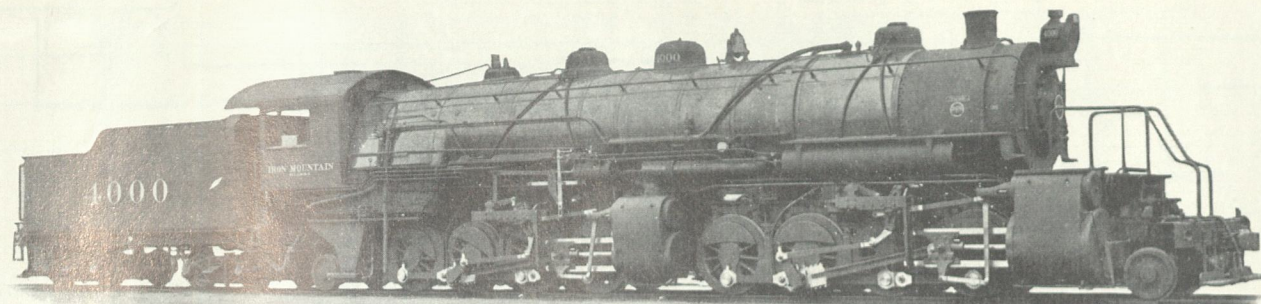


Golf is Pla

Departing St. Louis



THE BALDWIN LOCOMOTIVE WORKS



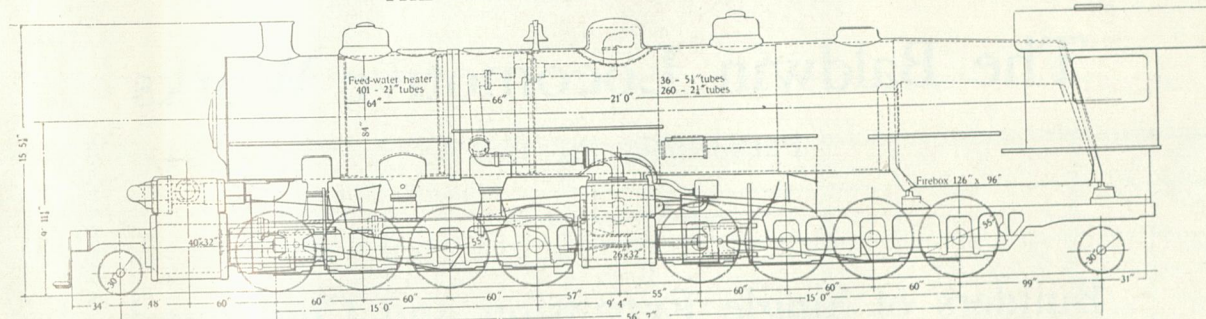
Baldwin 1912
c/n 37675

St. Louis, Iron Mountain & Southern Railway Company

The locomotive shown above is intended for heavy switching service in hump yards where the runs are short and it is necessary to develop a high tractive force at slow speeds. Owing to the peculiar nature of the service, an automatic starting valve is placed between the live steam supply and the receiver pipe. This valve enables the locomotive to start single expansion and subsequently change to compound working. The steam distribution to all the cylinders is controlled by fifteen-inch

piston valves. The boiler is of the separable type, with a feed-water heater in the front section. A Schmidt superheater, placed in the main boiler section, superheats the steam before it enters the high-pressure cylinders. No reheater is used with this arrangement. The construction of the frames, cylinders and cylinder saddles is generally similar to that shown on pages 12 and 14. The tractive force, working compound, is 94,500 pounds.

THE BALDWIN LOCOMOTIVE WORKS



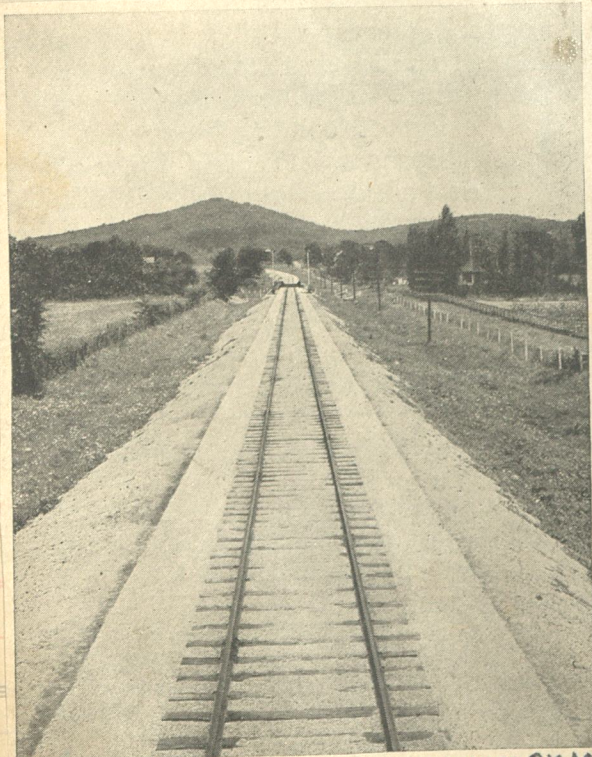
Mallet Articulated Locomotive for the St. Louis, Iron Mountain & Southern Ry. Co.
Baldwin Class 20- $\frac{3}{4}$ - $\frac{1}{4}$ -EE 51

Type 2-8-8-2

Code Word, RECUPERAIS

GENERAL DIMENSIONS

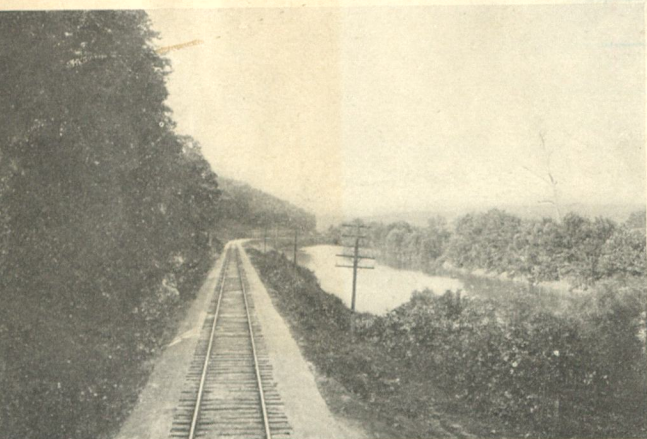
GAUGE	4' 8 $\frac{1}{2}$ "	FIRE TUBES—Diameter	5 $\frac{1}{2}$ " and 2 $\frac{1}{4}$ "	ENGINE TRUCK WHEELS—	
CYLINDERS	26" and 40" x 32"	Material	Steel	Diameter, front	6" x 30"
Valves	Balanced Piston	Thickness	5 $\frac{1}{2}$ ", No. 9 W.G.	Diameter, back	6" x 30"
BOILER—Type	Straight	Number	5 $\frac{1}{2}$ ", 36; 2 $\frac{1}{4}$ ", 260	Journals	6" x 10"
Material	Steel	Length	21' 0"	WHEEL BASE—Driving	39' 4"
Diameter	84"	FEED-WATER HEATER TUBES—		Rigid	15' 0"
Thickness of Sheets	1 $\frac{3}{16}$ "	Number	401	Total Engine	56' 7"
Working Pressure	200 lbs.	Diameter	2 $\frac{1}{4}$ "	Total Engine and Tender	85' 2 $\frac{1}{4}$ "
Fuel	Soft Coal	Length	5' 4"	WEIGHT—Estimated	
Staying	Radial	HEATING SURFACE—Firebox	252 sq. ft.	On Driving Wheels	395,000 lbs.
FIREBOX—Material	Steel	Fire Tubes	4281 sq. ft.	On Truck, front	20,000 lbs.
Length	126"	Feed-Water Heater Tubes	1230 sq. ft.	" back	20,000 lbs.
Width	96"	Total	5763 sq. ft.	Total Engine	435,000 lbs.
Depth	front, 75 $\frac{1}{2}$ "; back, 70 $\frac{1}{2}$ "	Superheating Surface	890 sq. ft.	Total Engine and Tender	590,000 lbs.
Thickness of Sheets	sides, $\frac{3}{8}$ "; back, $\frac{3}{8}$ "; crown, $\frac{3}{8}$ "; tube, $\frac{3}{8}$ "	Grate Area	84 sq. ft.	TENDER—Number of Wheels	8
Water Space,	front, 5"; sides, 5"; back, 5"	DRIVING WHEELS—Diam. Outside	55"	Diameter of Wheels	5 $\frac{1}{2}$ " x 33"
		Diameter of Center	48"	Journals	5 $\frac{1}{2}$ " x 10"
		Journals, main	11" x 12"	Tank Capacity	8,000 gals.
		" others	10" x 12"	Fuel Capacity	14 tons
				SERVICE	Switching



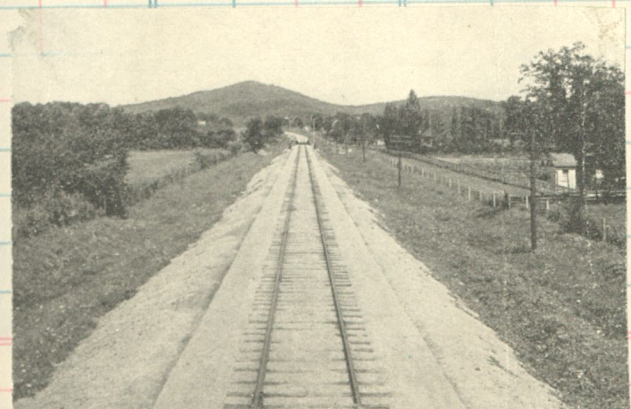
VIEW ON ST. LOUIS-TEXAS DIVISION, IRON MOUNTAIN ROUTE
The Great Steel Highway between St. Louis, Texas, Mexico and Southern California



A Picturesque View on White River Division



Southeast Missouri Streams are Noted for Their
Beauty and for the Fine Fishing
They Afford



A View of Pilot Knob, in the Beautiful Arcadia
Valley of Southeast
Missouri

Next Seller's Signature
Total Accounted for

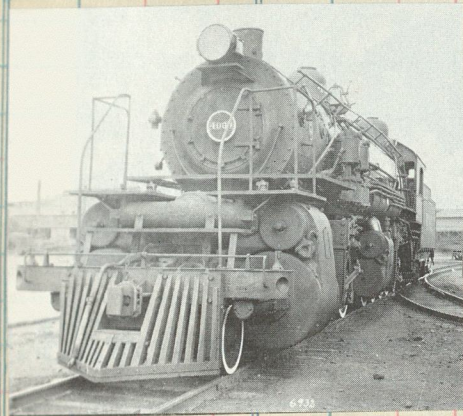
Enginehouse at North Little Rock



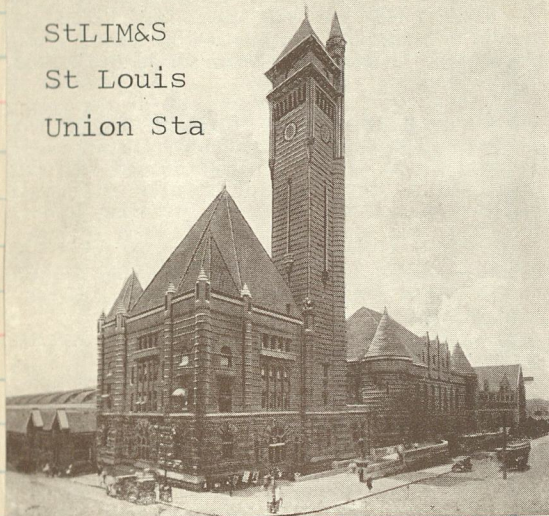
Blt by Grant 1872
To MoP #8701

St. L., I. M. & S. ENGINE 371.

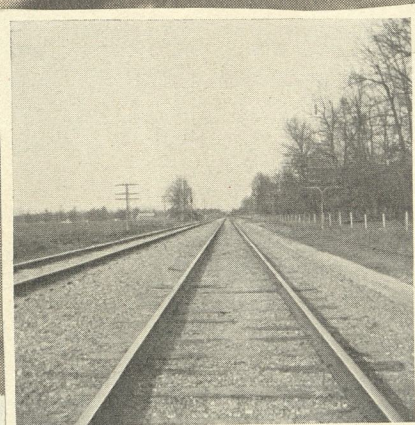
OKM



StLIM&S
St Louis
Union Sta

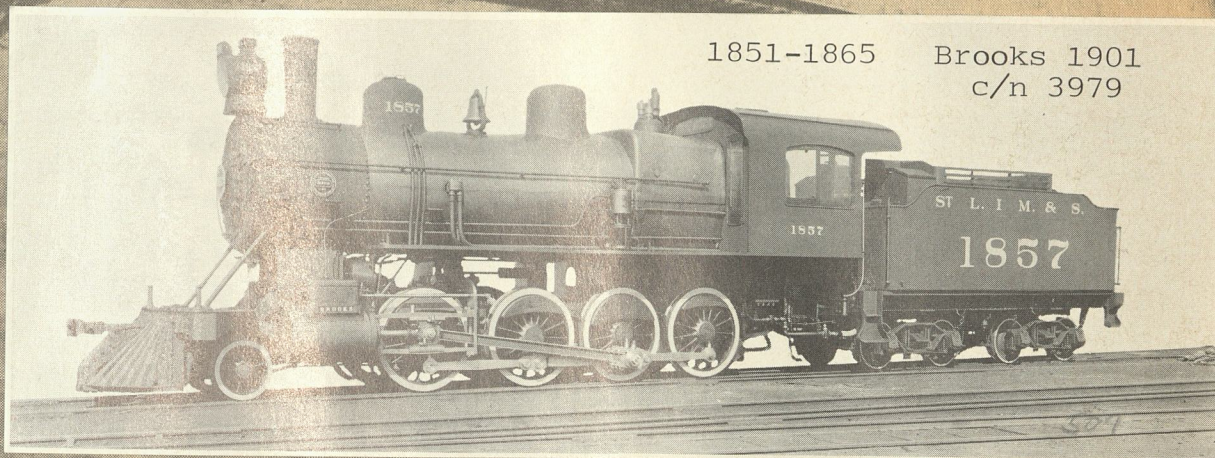


View on Iron Mountain near Newport,
Arkansas, Taken from a
Moving Train

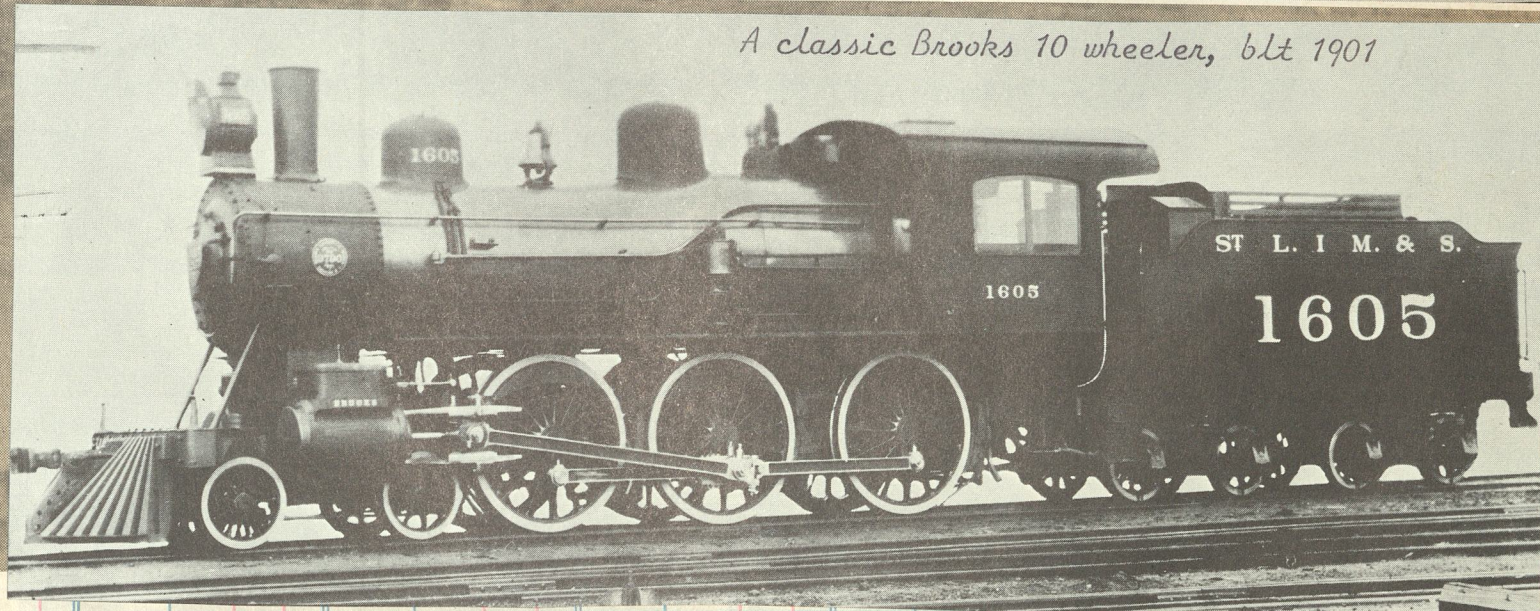


OKM

1851-1865 Brooks 1901
c/n 3979

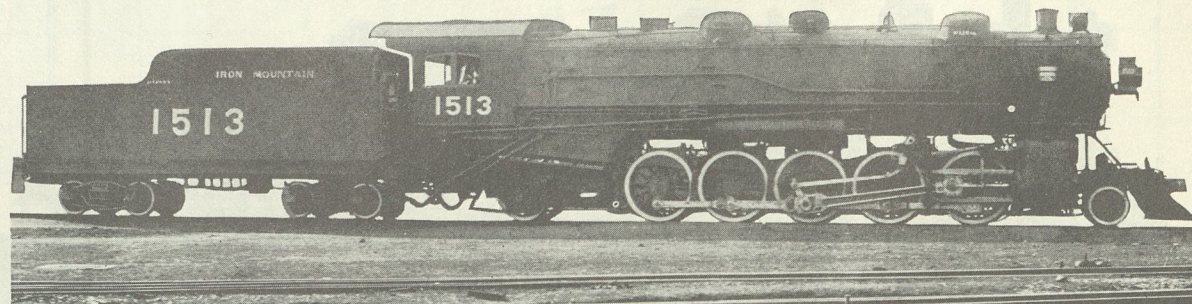


A classic Brooks 10 wheeler, blt 1901



1601-1606 renoed 7519 c/n 3790

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY

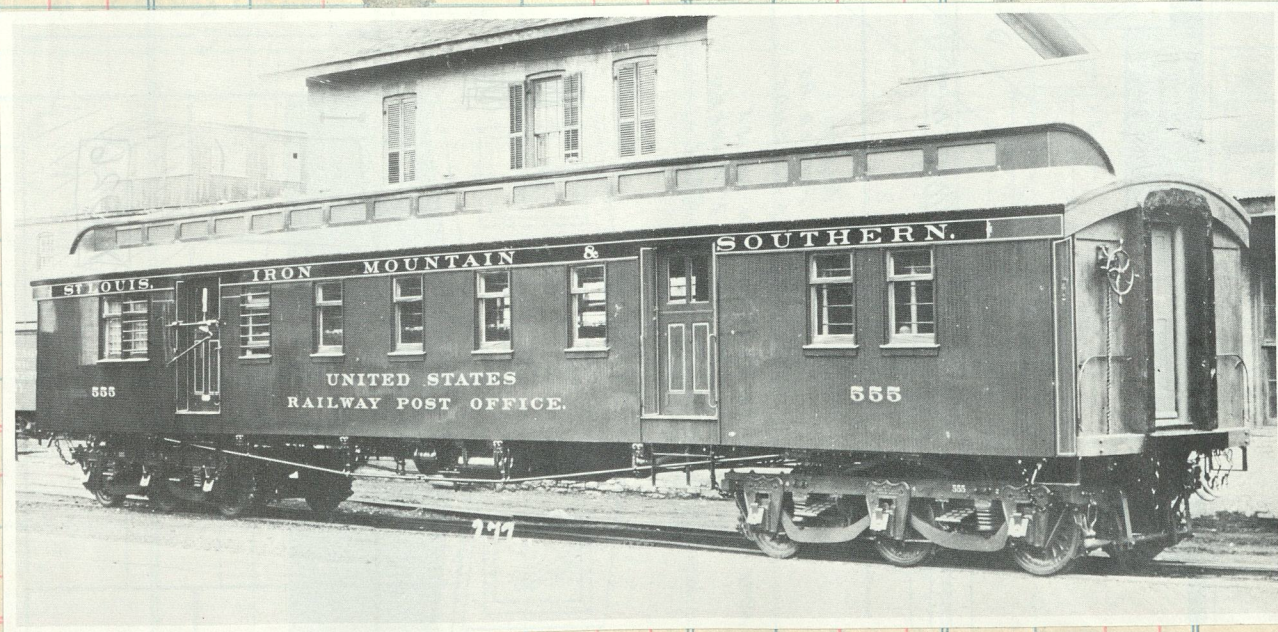


1501-1514 (renoed 1701-1714) c/n 56488 Brooks 1916

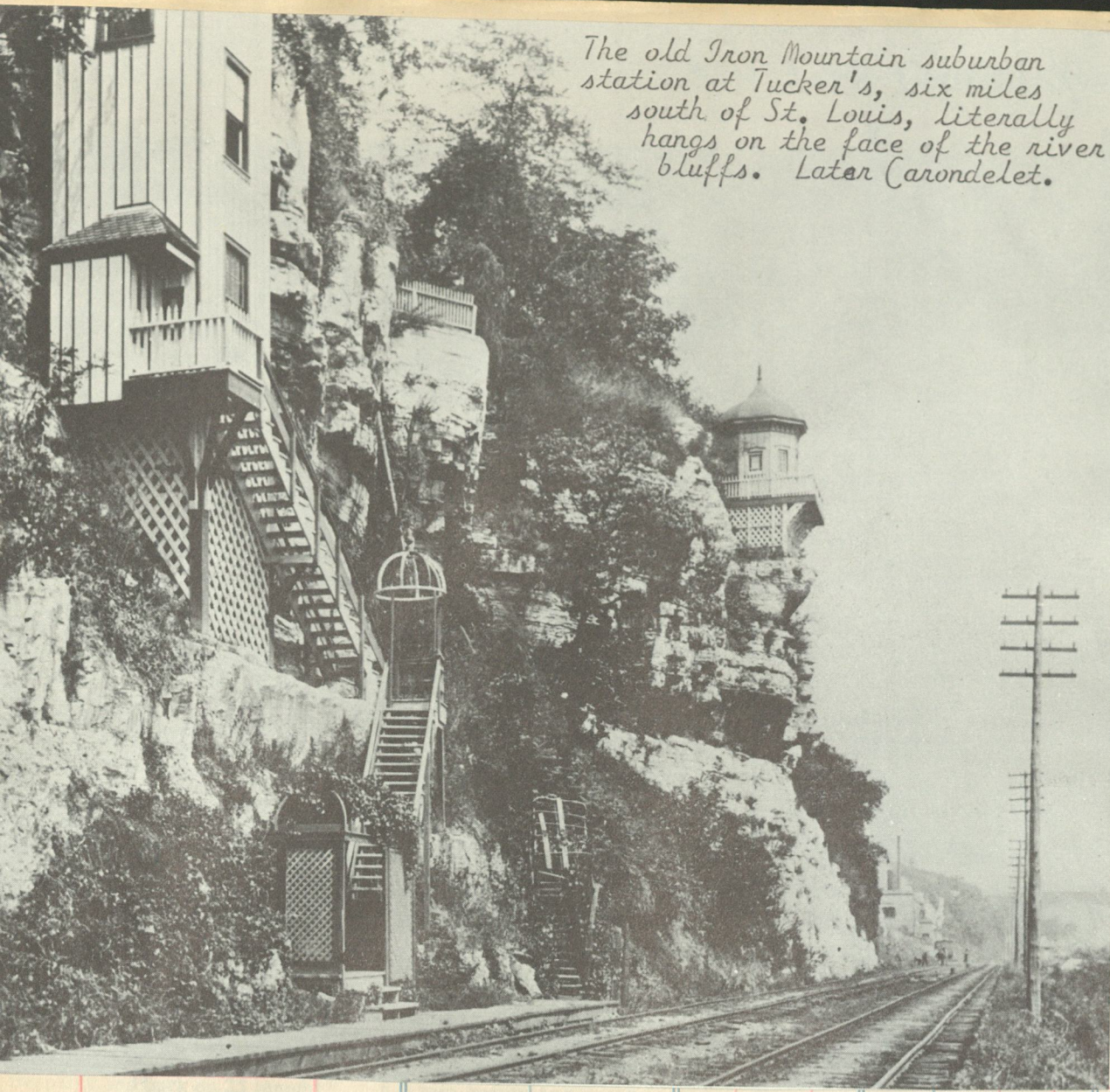
14 Locomotives like the above are being fired by Street Stokers

Cylinders	30 x 32 in.
Driving wheels, diameter	63 in.
Steam pressure	186 lbs.
Boiler diameter	84 in.
Tubes, length	21 ft.—3 in.
“ number	46—5½ in.
“ “	226—2¼ in.
Heating surface, tubes	4,217 sq. ft.
“ “ water tubes	86 sq. ft.
“ “ fire box	364 sq. ft.
“ “ total	4,617 sq. ft.
“ “ superheater	1,170 sq. ft.
Fire box	120⅞ x 96¼ in.

Grate area	80.3 sq. ft.
Wheel base, driving	22 ft.—6 in.
“ “ engine	41 ft.—10 in.
“ “ and tender	78 ft.—10¼ in.
Weight, leading	26,000 lbs.
“ driving	294,500 lbs.
“ trailing	49,500 lbs.
“ engine	370,000 lbs.
“ tender	190,300 lbs.
Tender capacity, water	10,000 gals.
“ “ coal	16 tons
Maximum tractive power	72,300 lbs.
Factor of adhesion	4.07



"Neither rain, nor snow, nor gloom of night....." The transporting of the U. S. Mails by rail had provided this nation with a service both reliable and rapid.

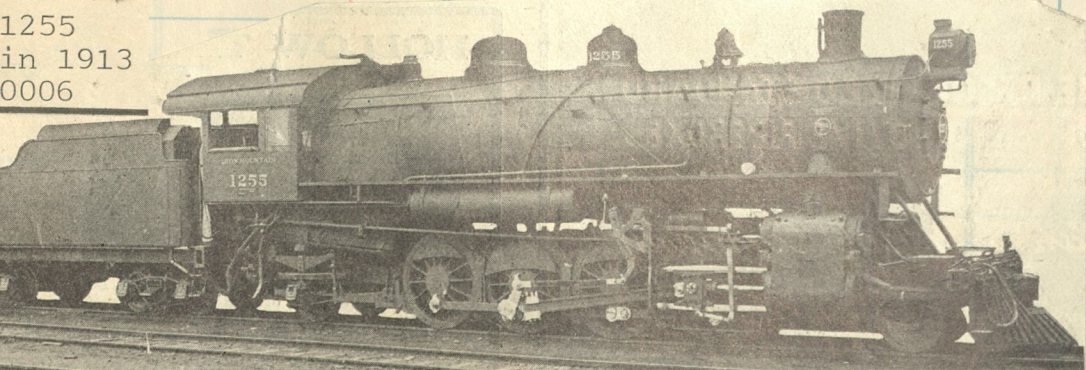


The old Iron Mountain suburban station at Tucker's, six miles south of St. Louis, literally hangs on the face of the river bluffs. Later Carondelet.

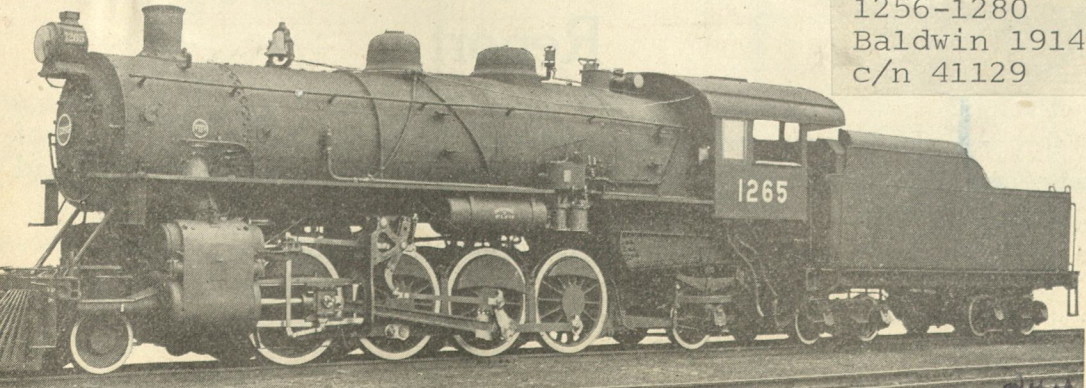


View in the suburbs of St. Louis on the Missouri Pacific-Iron Mountain—the picturesque route.

The 1227, one of the first Mikados on the MoP, works a fruit block. Bt by Schen in 1911 c/n 50405. Later went to the I-CN



Mikado Type Locomotive for the Missouri Pacific Ry. System.
R. J. Turnbull, Mechanical Superintendent.



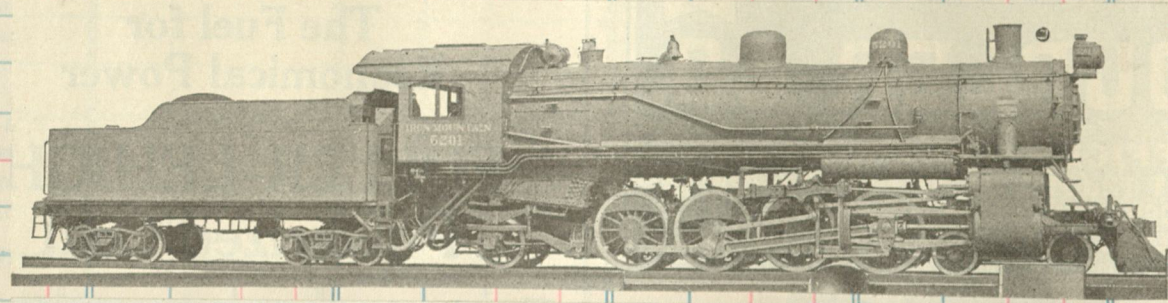
1256-1280
Baldwin 1914
c/n 41129



Missouri Pacific Railroad Station, Little Rock, Arkansas



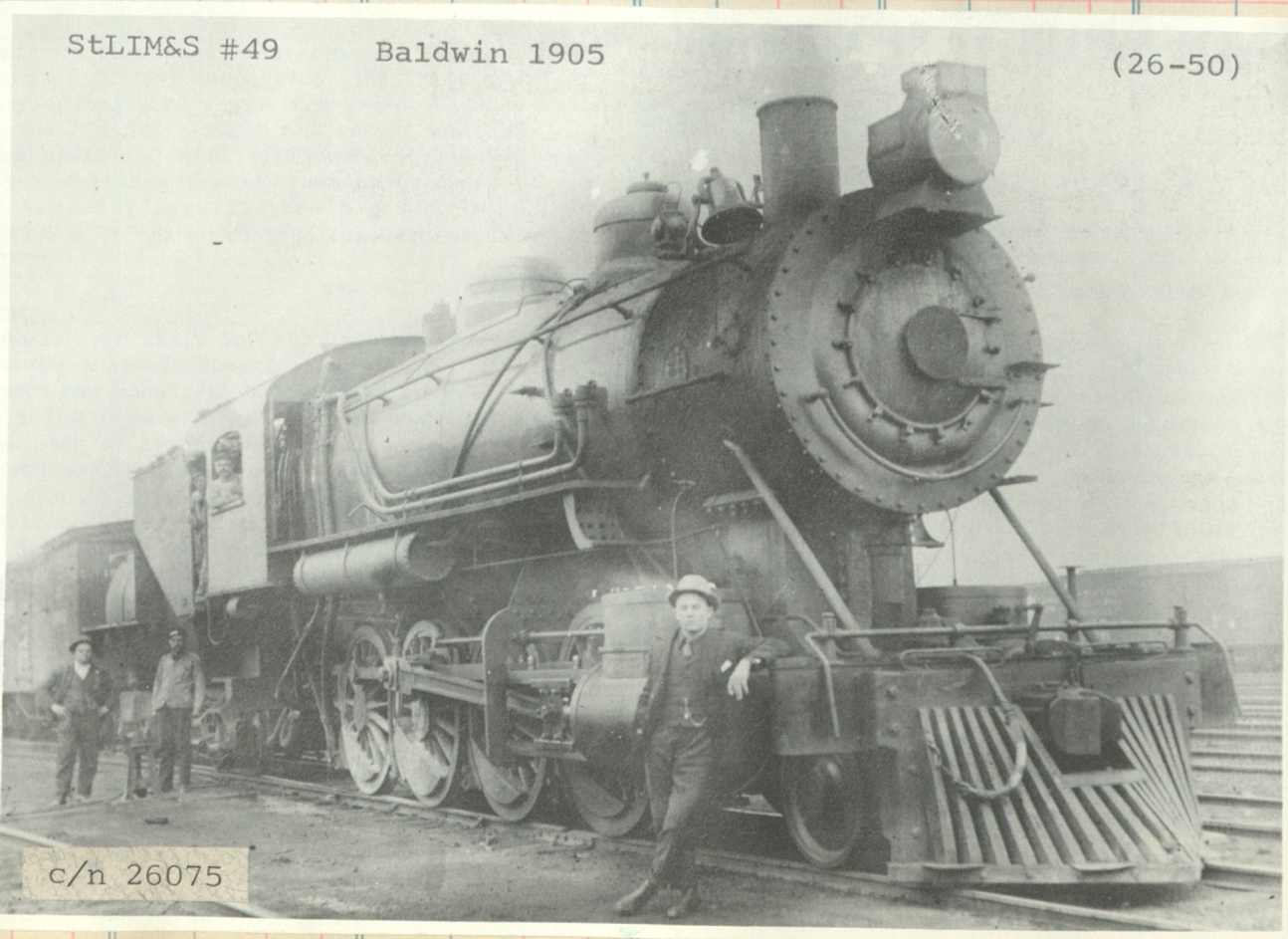
BIG BRASS ON THE IRON MOUNTAIN.
A party of officials of the old St. Louis, Iron Mountain & Southern posed for this photograph near Granite Bend, Missouri, in 1912. On the ground are Finley J. Shepard, 1st Vice President E. J. Pierson, President B. F. Bush, two unidentified men, and, at the extreme right, John Cannon, Superintendent of the Iron Mountain at Poplar Bluff, Missouri. The derby-hatted gentleman at far left on the observation platform is C. L. Stone, Passenger Traffic Manager, and the smiling lady in black, right foreground, is Mrs. Finley J. Shepard, the former Helen Gould. The St. Louis, Iron Mountain & Southern Railway was long a Gould property; in earlier years George J. Gould was President, Frank Jay Gould, Vice President, and Howard Gould a member of the Board of Directors. The lines now form a part of the Missouri Pacific Railroad.
(Courtesy of Missouri Pacific Railroad)



StLIM&S 5201-5207

c/n 53715

Schenectady 1913



StLIM&S #49

Baldwin 1905

(26-50)

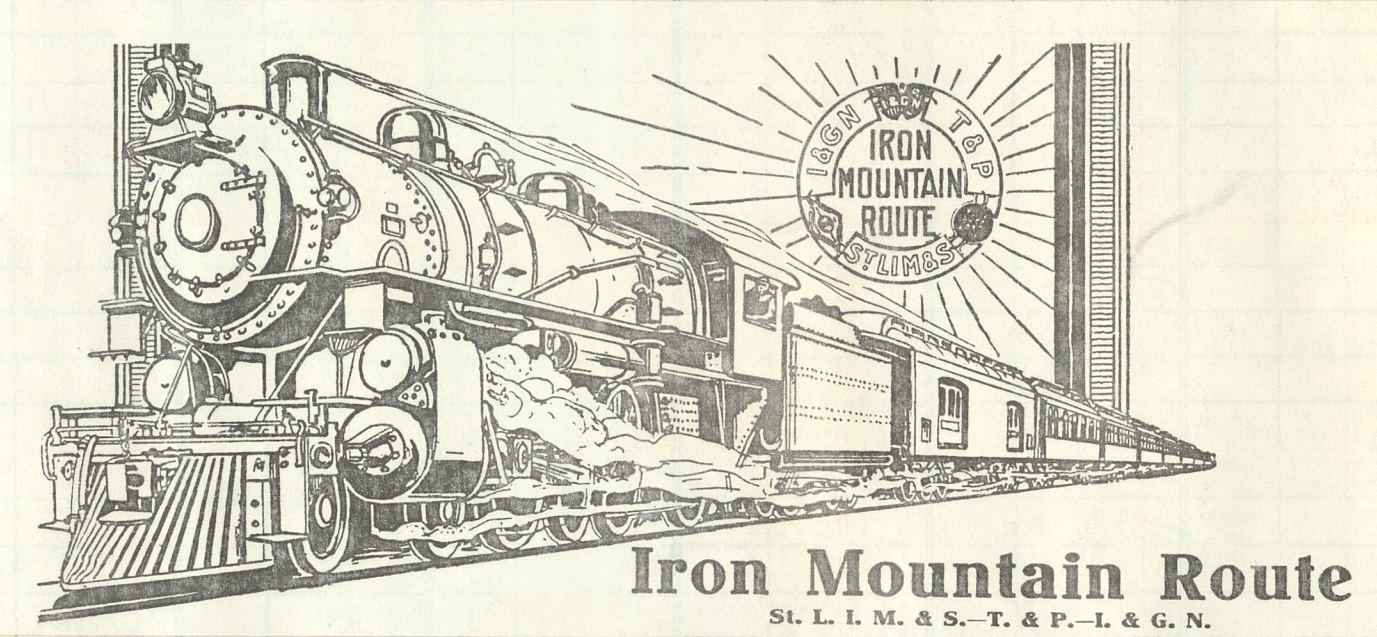
c/n 26075



IRON MOUNTAIN ROUTE.



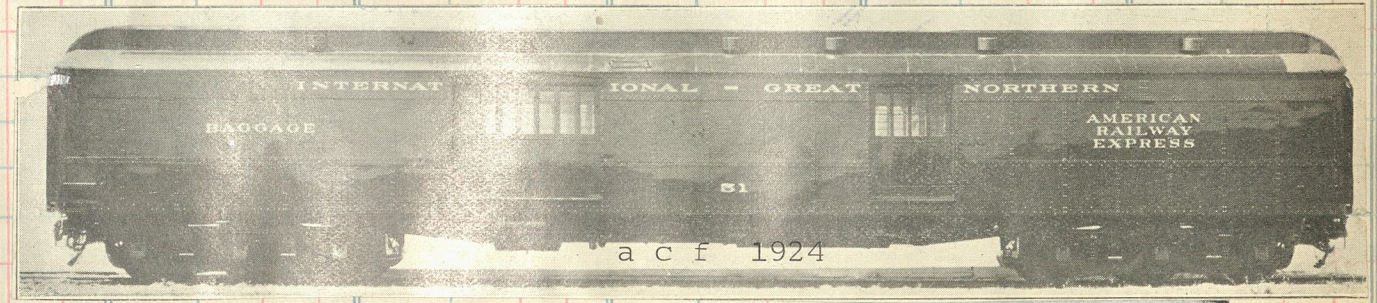
Engine #400 ready to depart Little Rock for Texarkana with 7 cars in 1878



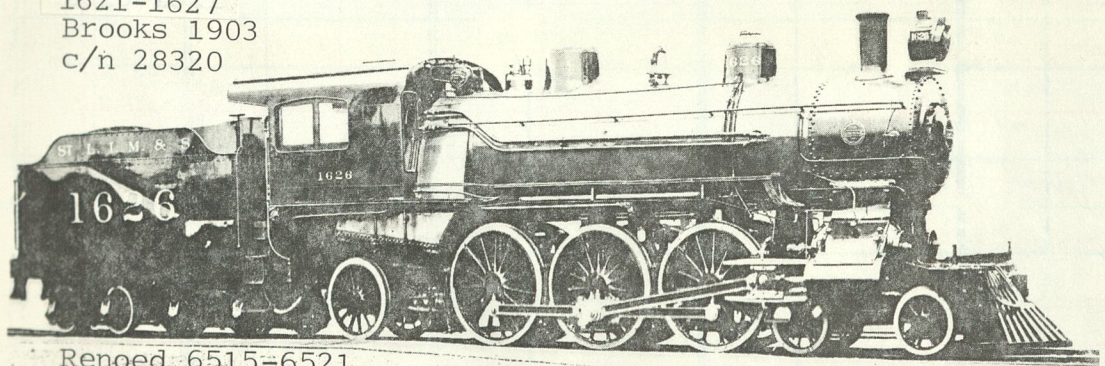
became part
of Mop
March 1917

A northbound Missouri Pacific freight train crosses the Rock Island's Memphis-El Reno line at Little Rock, Ark. The turnouts in the foreground lead to the Mopac's passenger station. HH Tower controls the crossing and the depot tracks, and has a C.T.C. board for the double-track installation from Little Rock 23 miles south to Benton.

J. M. Gray



StLouis, Iron Mountain & Southern
1621-1627
Brooks 1903
c/n 28320

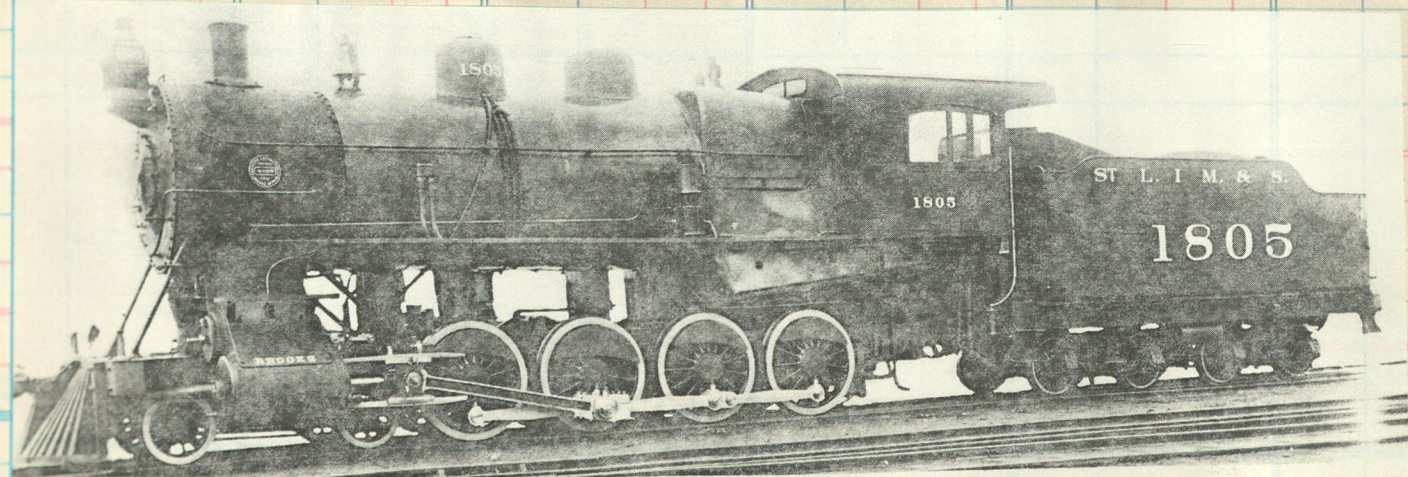


Renoed 6515-6521

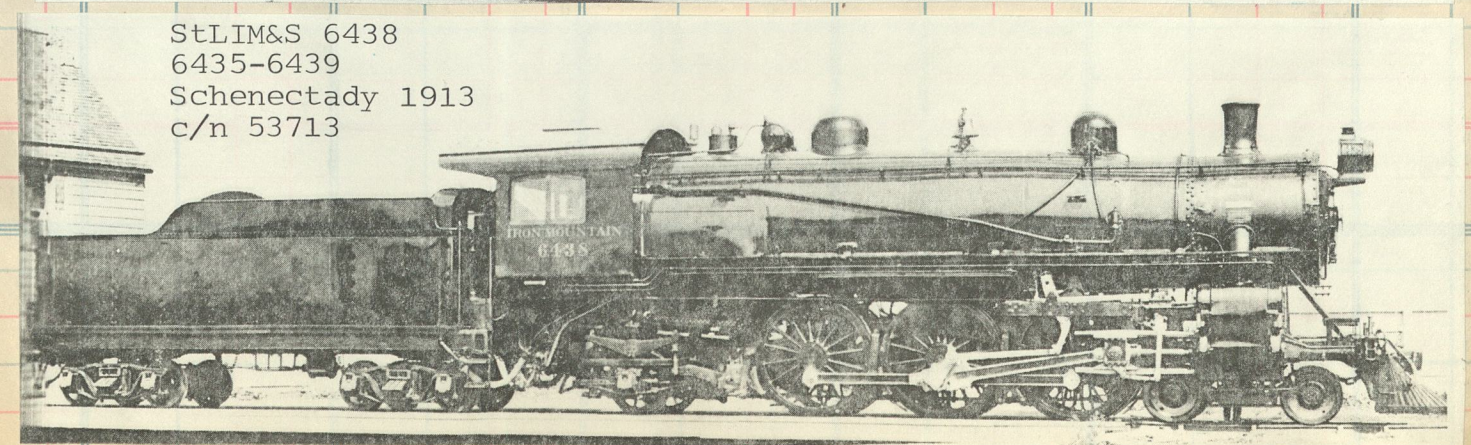
Depot at Newport, Ark.
(1902-1917)



StLIM&S 6438
6435-6439
Schenectady 1913
c/n 53713



With the high mounted boiler and small drivers [55"] makes this
12 wheelers appear top heavy. Blt by Brooks 1901 1801-1805 c/n 4026



NOT & M 70-74
to M P 385-389 class TN-69

c/n 62891

Brooks 1921

System

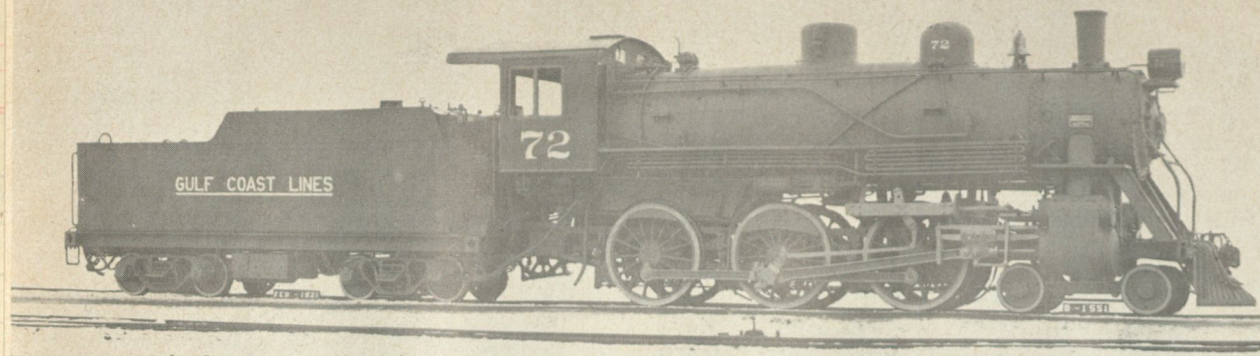
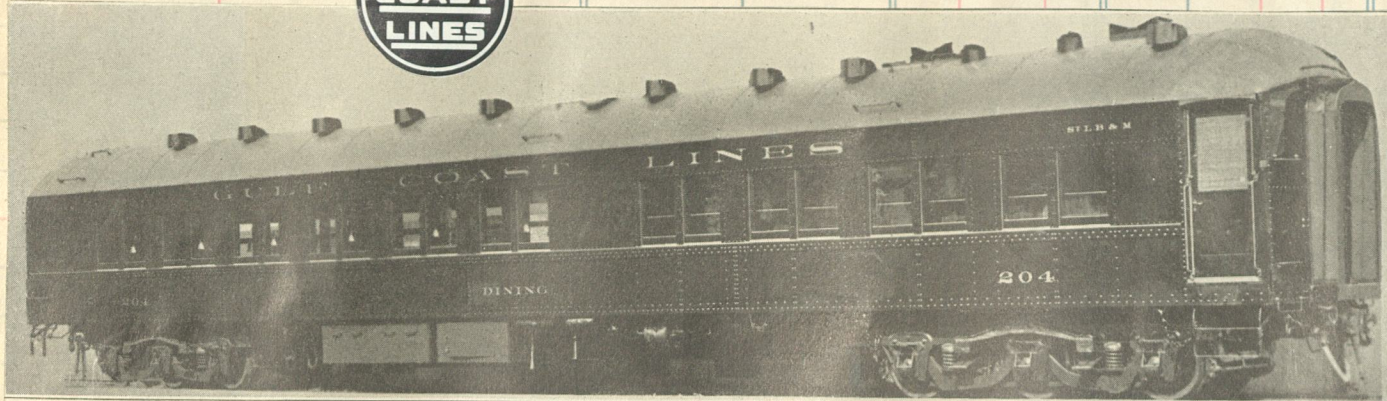


Fig. 127—Ten Wheel (4-6-0) Oil Burning Locomotive for Passenger Service. Built for Gulf Coast Lines by the American Locomotive Company.

Gage.....	4 ft. 8 1/2 in.	Tubes, Length.....	15 ft. 0 in.
Cylinders.....	21 1/2 x 26 in.	Heating Surface, Tubes.....	1,365 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Firebox.....	185 sq. ft.
Diameter of Drivers.....	69 in.	Heating Surface, Superheater.....	483 sq. ft.
Tractive Effort.....	29,600 lbs.	Grate Area.....	32.7 sq. ft.
Rigid Wheel Base.....	15 ft. 0 in.	Weight on Drivers.....	144,500 lbs.
Driving Wheel Base.....	15 ft. 0 in.	Weight Engine and Tender.....	341,200 lbs.
Total Wheel Base.....	26 ft. 11 in.	Fuel.....	Oil

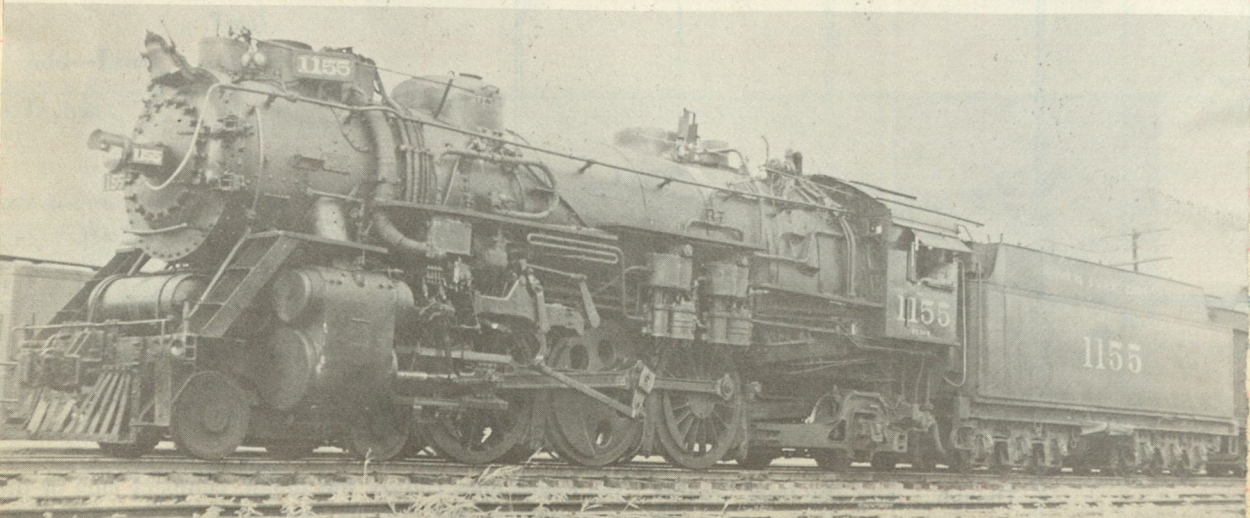
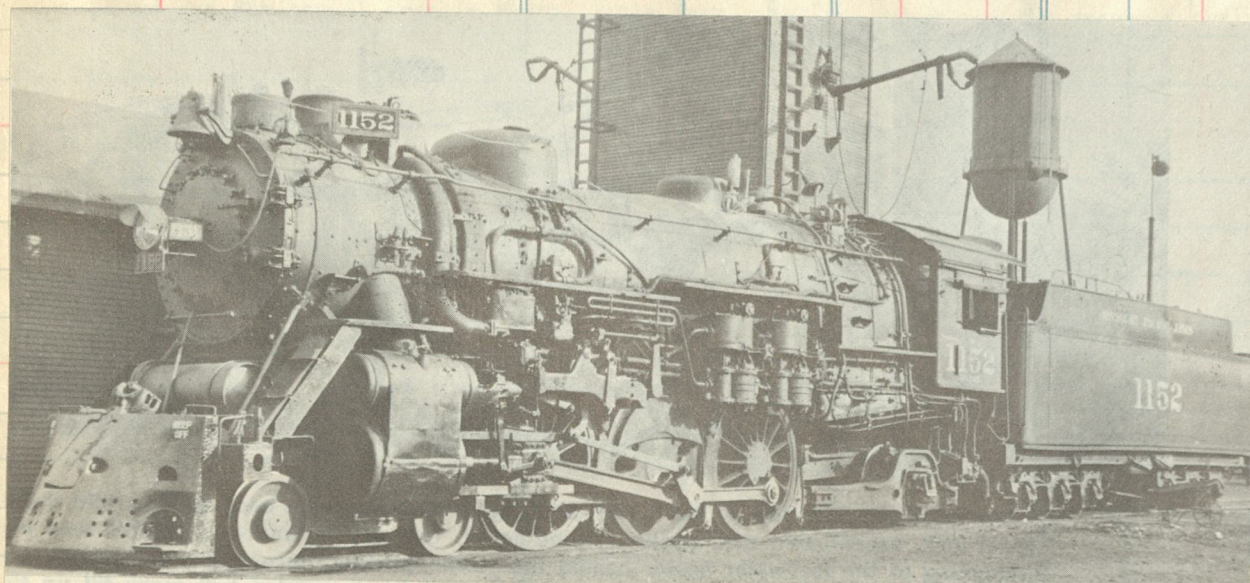
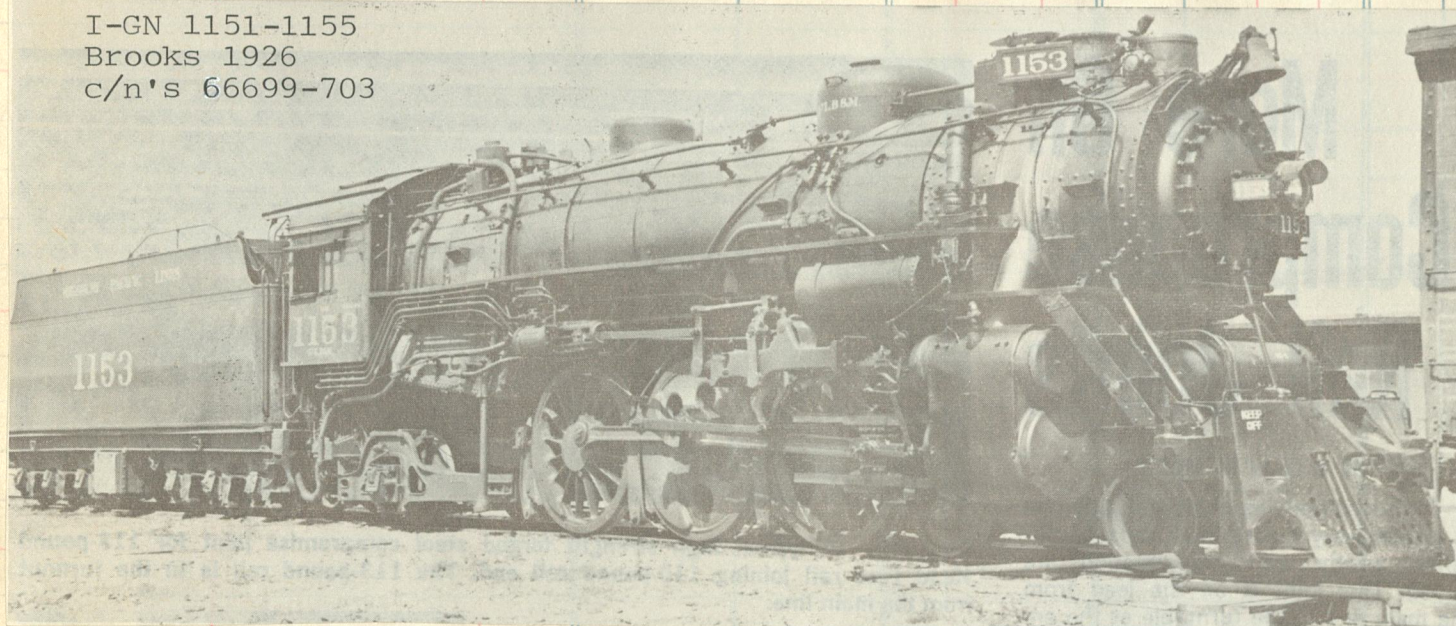


St. B & M

73-Ft. Dining Car Built by American Car & Foundry Co.

1925

I-GN 1151-1155
Brooks 1926
c/n's 66699-703

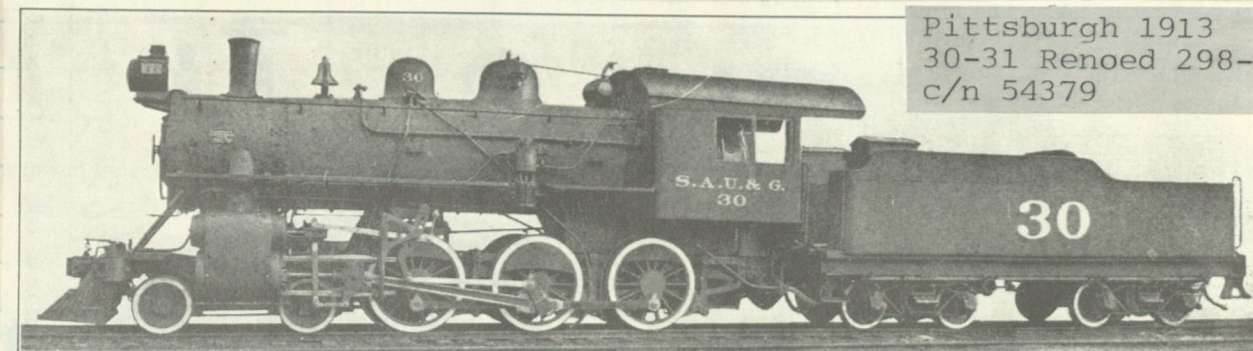
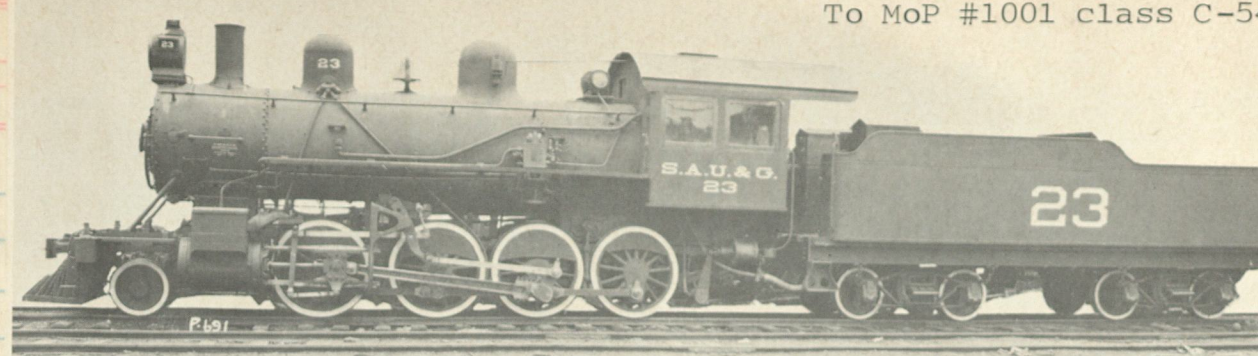


San Antonio, Uvalde & Gulf #23

C/n 53007

Pittsburgh 1913

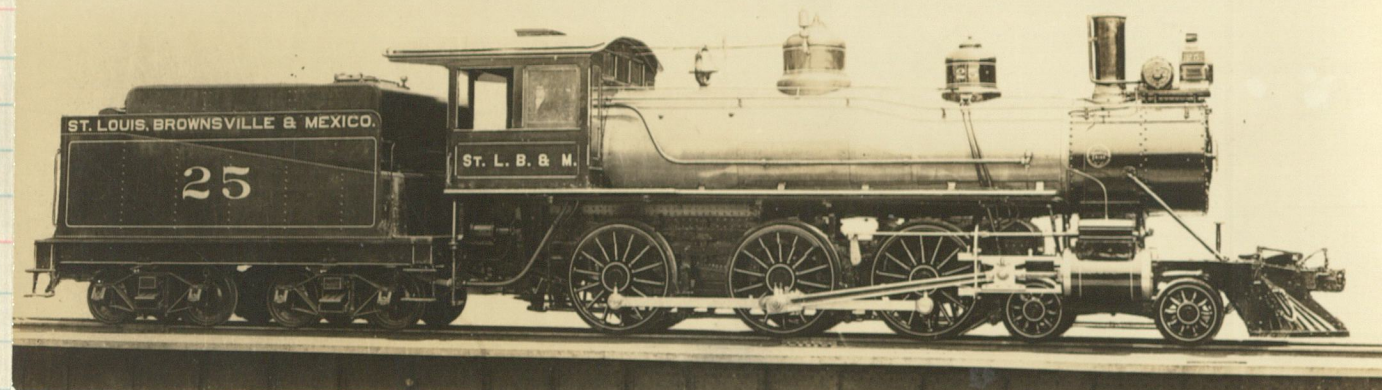
To MoP #1001 class C-54



Pittsburgh 1913
30-31 Renoed 298-299
c/n 54379

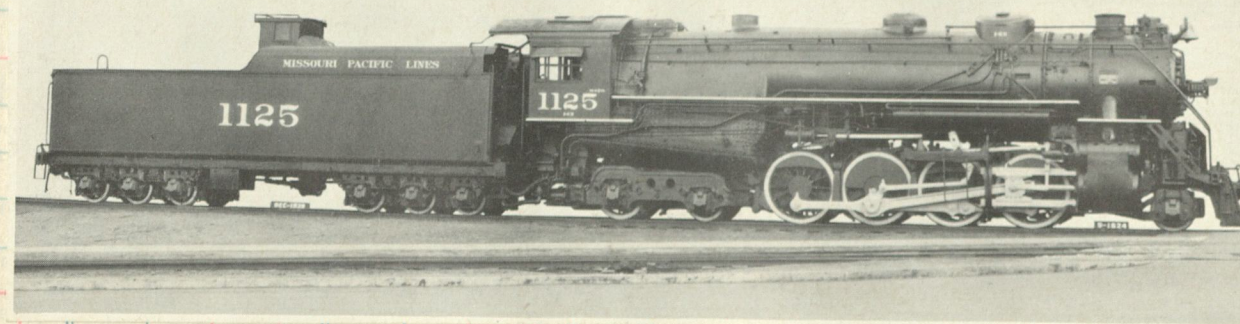
Fig. 112—Ten-Wheel (4-6-0) Locomotive for Freight Service. Built for San Antonio, Uvalde & Gulf by the American Locomotive Company.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	1,405 sq. ft.
Cylinders.....	20 in. x 24 in.	Heating Surface, Firebox.....	155 sq. ft.
Steam Pressure.....	180 lbs.	Heating Surface, Total.....	1,560 sq. ft.
Diam. of Drivers.....	56 in.	Heating Surface, Superheater.....	310 sq. ft.
Tractive Effort.....	26,300 lbs.	Grate Area.....	31.5 sq. ft.
Rigid Wheel Base.....	12 ft.	Weight on Drivers.....	113,500 lbs.
Driving Wheel Base.....	12 ft.	Weight, Total.....	147,500 lbs.
Total Wheel Base.....	23 ft. 1 in.	Fuel.....	Soft coal

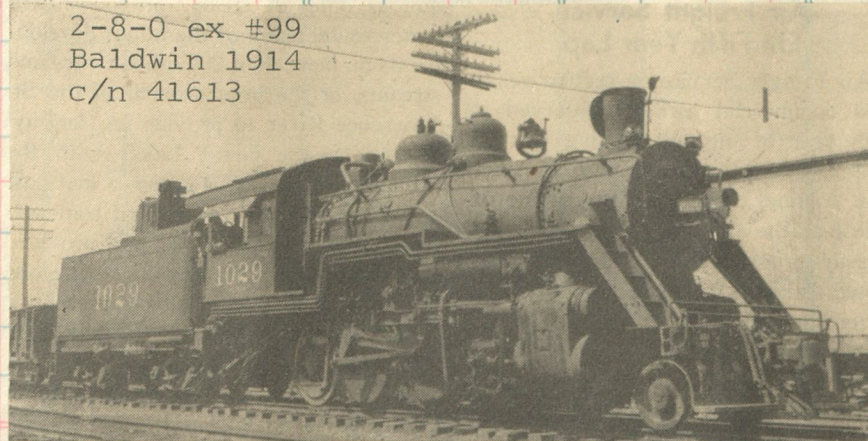


Five delivered by Baldwin (21-25) in 1904 c/n 24195
All sold to Trinity & Brazos Valley 1907 noed 52-56

I-GN 1121-1125
Schenectady 1928
c/n 67660

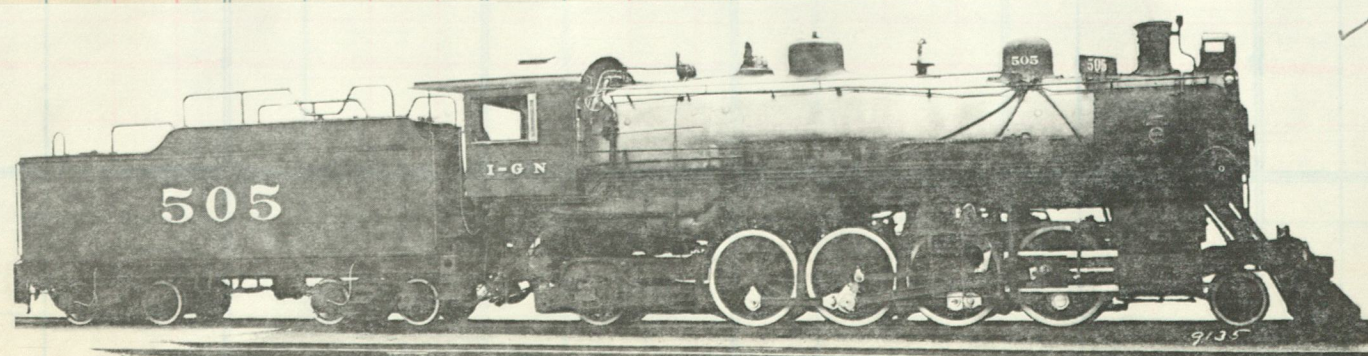
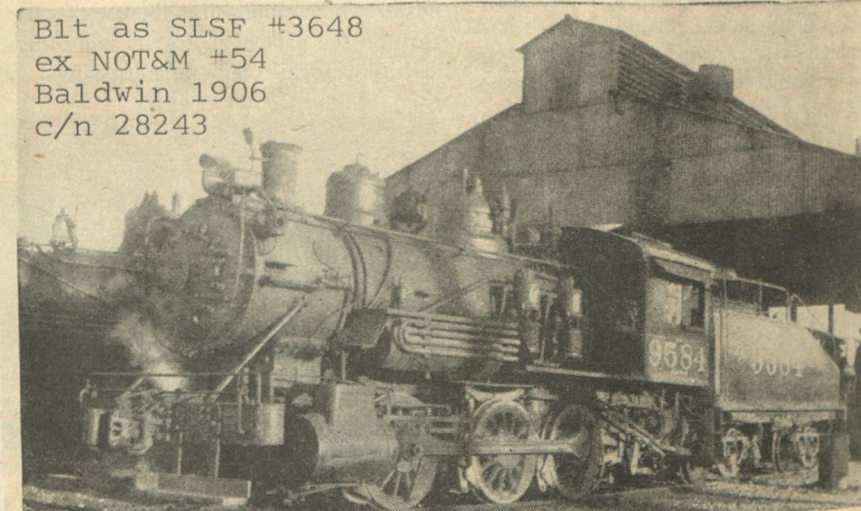


2-8-0 ex #99
Baldwin 1914
c/n 41613



ST. LOUIS, BROWNSVILLE & MEXICO RAILROAD'S ENGINE 1029 AT DONNA, TEX.

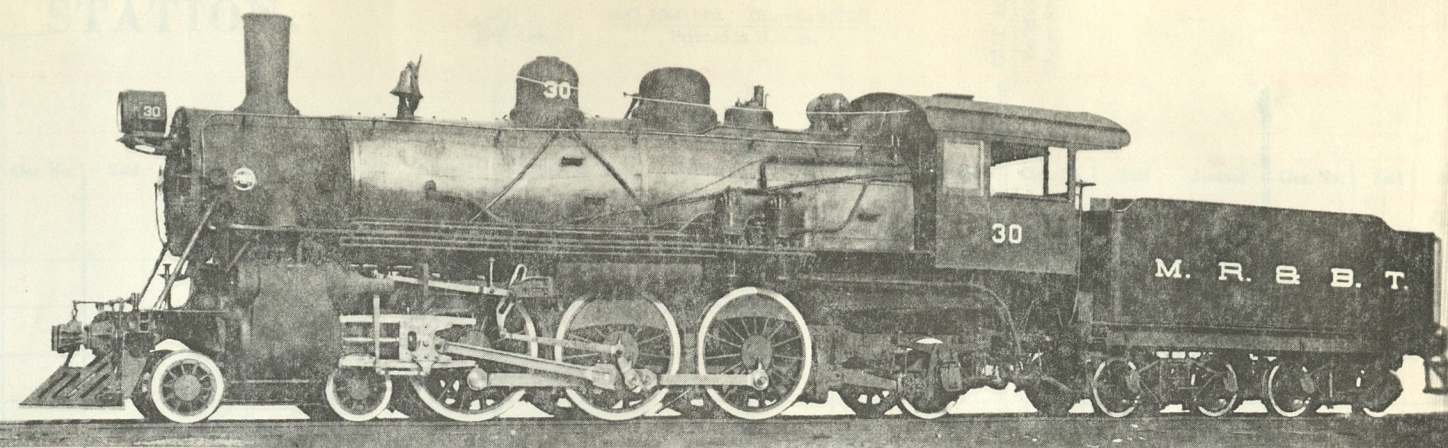
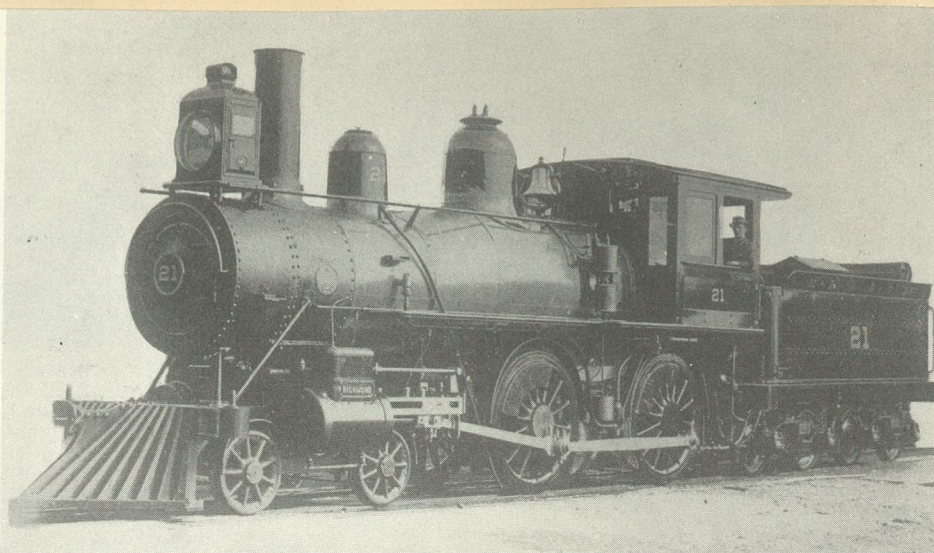
Blt as SLSF #3648
ex NOT&M #54
Baldwin 1906
c/n 28243



505-510 [Renoed 1105-1110] c/n 57678

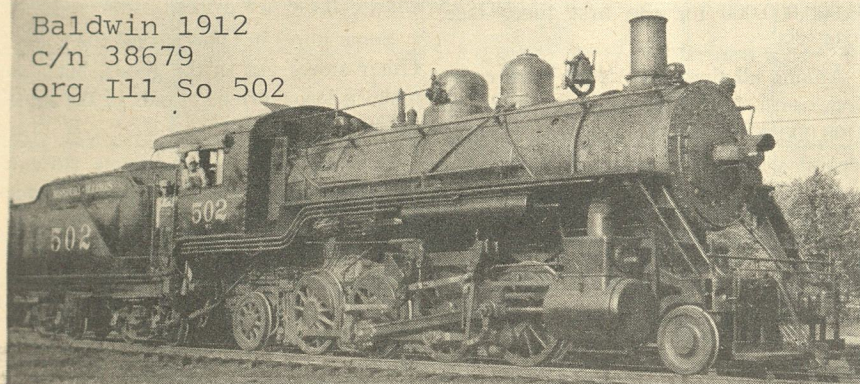
Baldwin 1924

MISSISSIPPI RIVER & BONNE TERRE RAILWAY was incorporated May 11, 1888, under the laws of the State of Missouri. On March 10, 1890, the 46 miles of standard gauge road was opened for service between Riverside and Doe Run, Missouri. In 1893 the Richmond Locomotive Works turned out Engine 21 for the line, a neat 4-4-0 bearing Richmond Shop No. 2390. The Mississippi River & Bonne Terre offered both freight and passenger service, and connected with the St. Louis, Iron Mountain & Southern at Riverside and at Doe Run Junction. In 1905 the line had a stud of 19 locomotives, and the rolling stock included 760 dump cars for handling mining products. The road served the villages of Genevieve, Bonne Terre, Flat River, and Valles Mines; near Festus, the Crystal Railroad crossed the Bonne Terre line on its way from Silica to Crystal City, Missouri. (Collection of Dr. S. R. Wood)

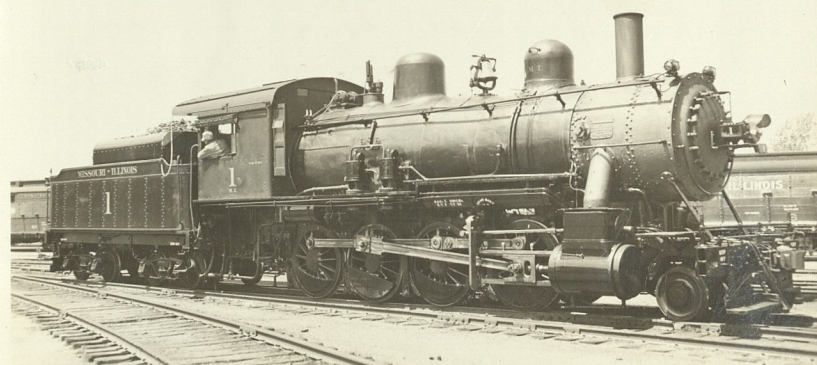


In 1917 the Mississippi River & Bonne Terre had Baldwin build them a pair of "compact" Pacifics enhanced by an attractive green livery. Later noed "Mike & Ike" [Mo-I11] 30 & 31, then Mop 6530 & 6531. c/n's 48836-37

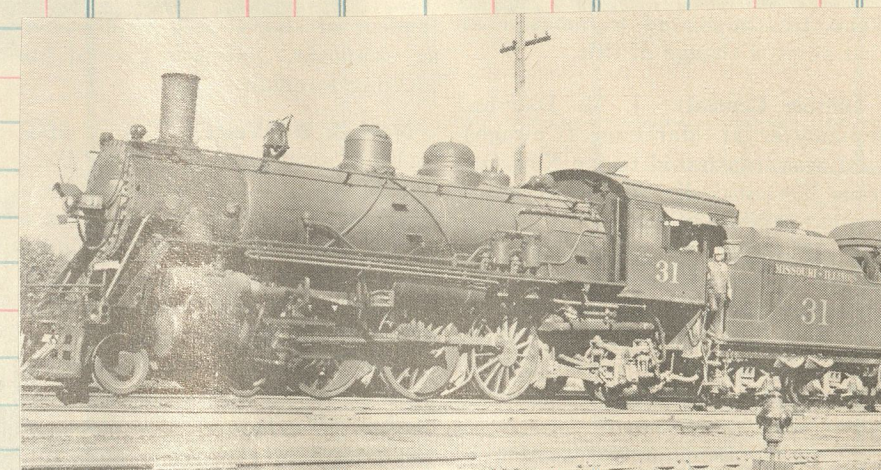
Baldwin 1912
c/n 38679
org I11 So 502



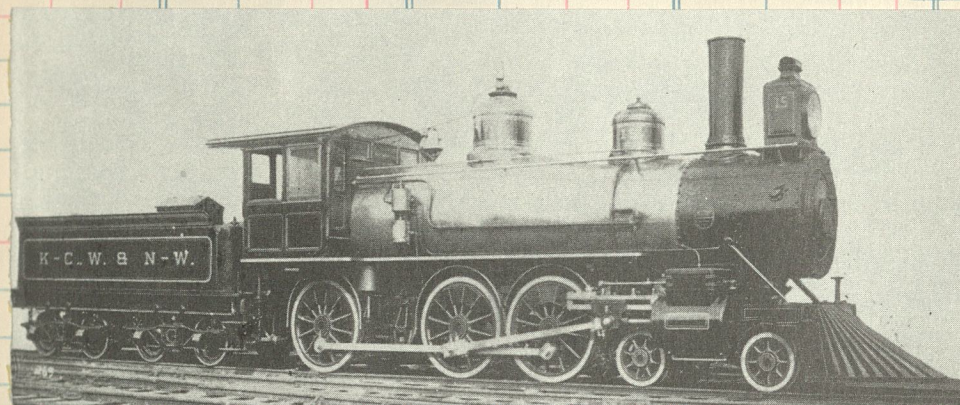
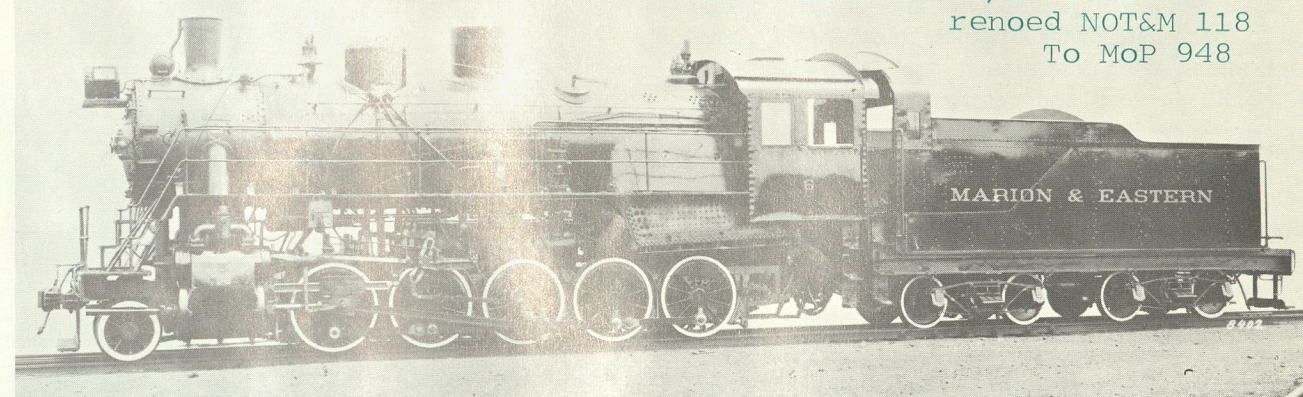
BROTHER R. W. McKELVEY, DIV. 606, IN CAB J. B. Allen
Photograph of Missouri-Illinois locomotive 502 was taken recently at Centralia, Illinois. It is Baldwin built, cylinders 22 by 28 inches, driving wheel 55 inches, steam pressure 180 lbs., tractive effort 37,025 lbs., weight of locomotive and tender 197,000 lbs.



Mike & Ike #1 blt as MR&BT #1
by Richmond 1910 c/n 48030

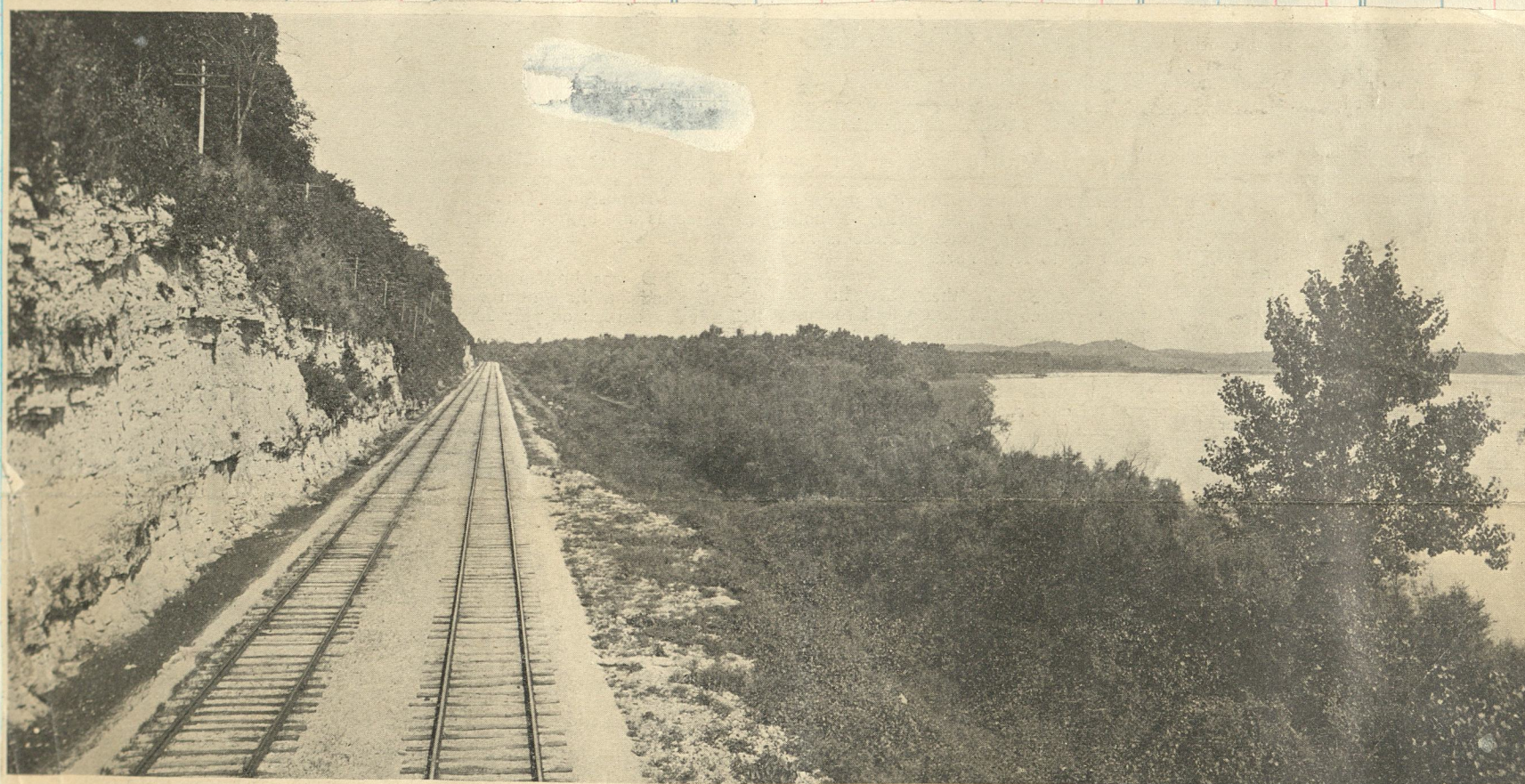


Baldwin 1918 c/n 48062
renoed NOT&M 118
To MoP 948

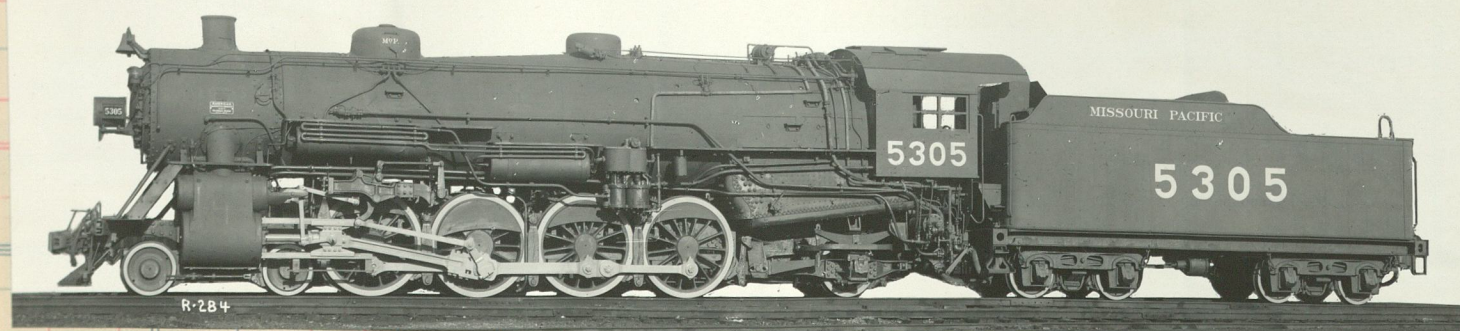


KANSAS CITY, WYANDOTTE & NORTH WESTERN'S Eng. 15 was built by Baldwin in 1889, Shop No. 9765. In 1893 the road became the Kansas City & Northwestern, controlled by the Missouri Pacific; Eng 15 carried the same number on the KC&NW, later became Mo. Pac. 2735. (Six photos, Collection of Dr. S. R. Wood)

187



On the way to Yellowstone. The Missouri Pacific Railway and the Missouri River just west of Jefferson City, Missouri. The Ozark hills and beautiful rivers have given Missouri a wealth of picturesque landscape that can be equalled by few states.

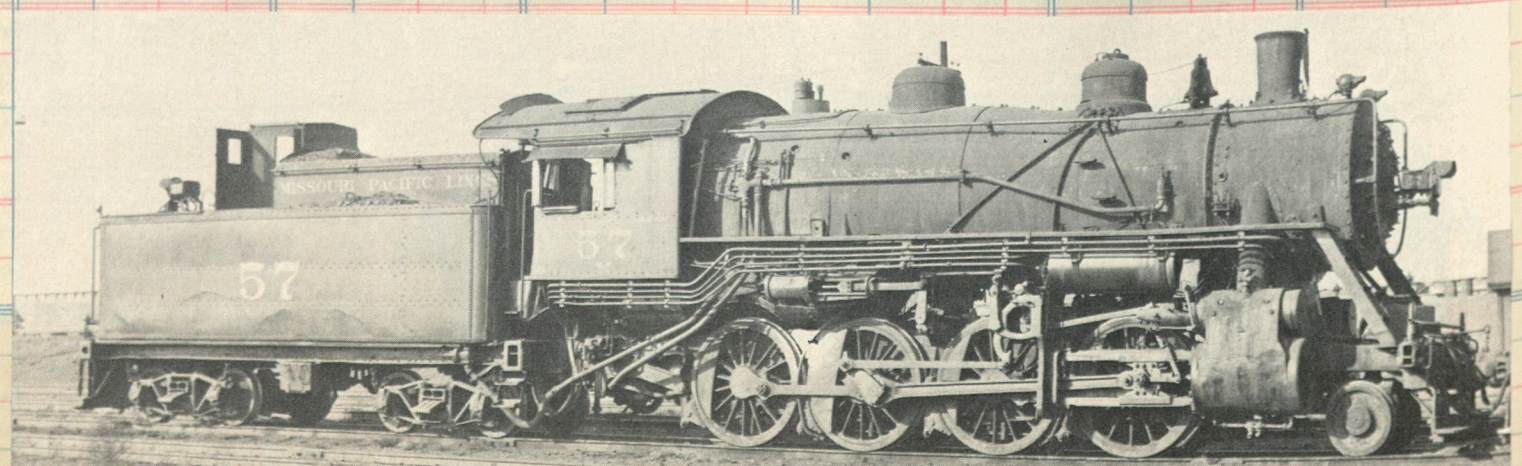
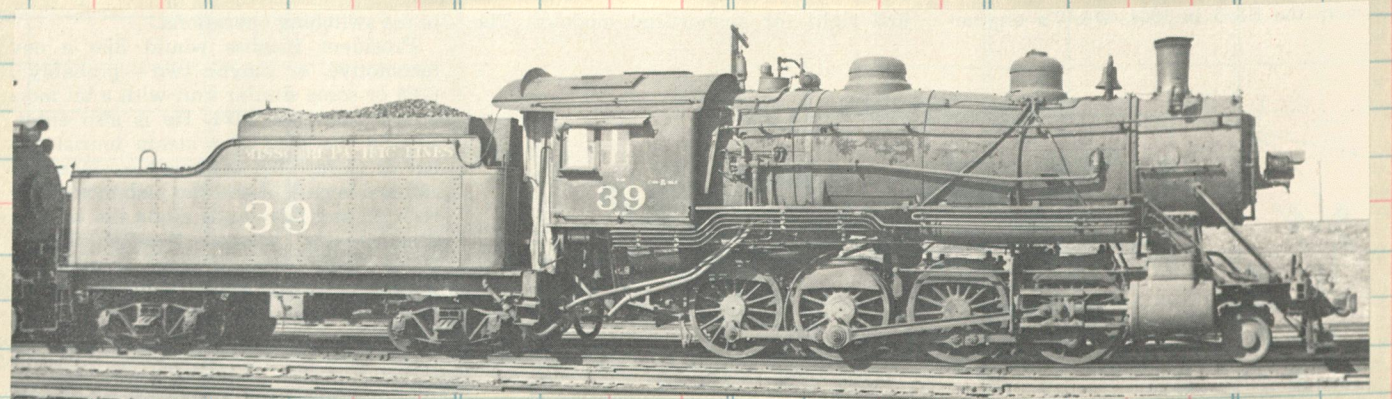
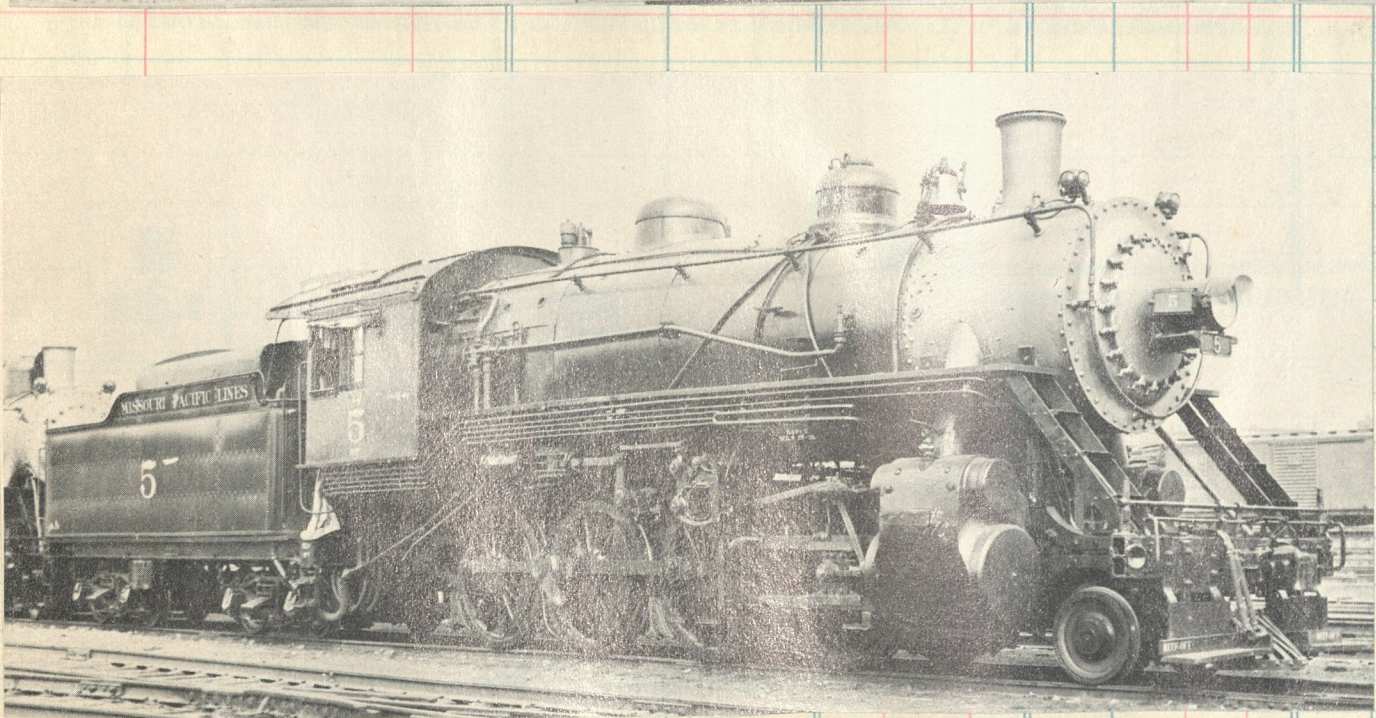
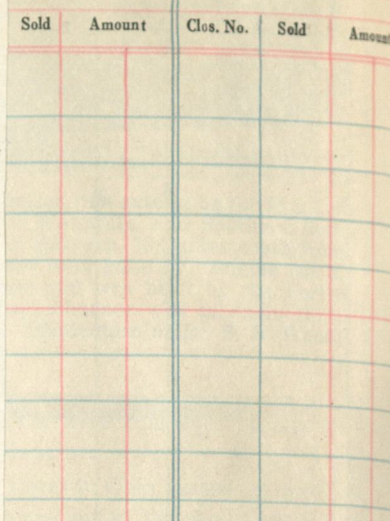


The initial USRA 4-8-2's received by the MoP were seven built at Richmond in 1919 noed 5301-5307. [c/n 61007] Reblt at Sedalia 1939 and renoed 5325.

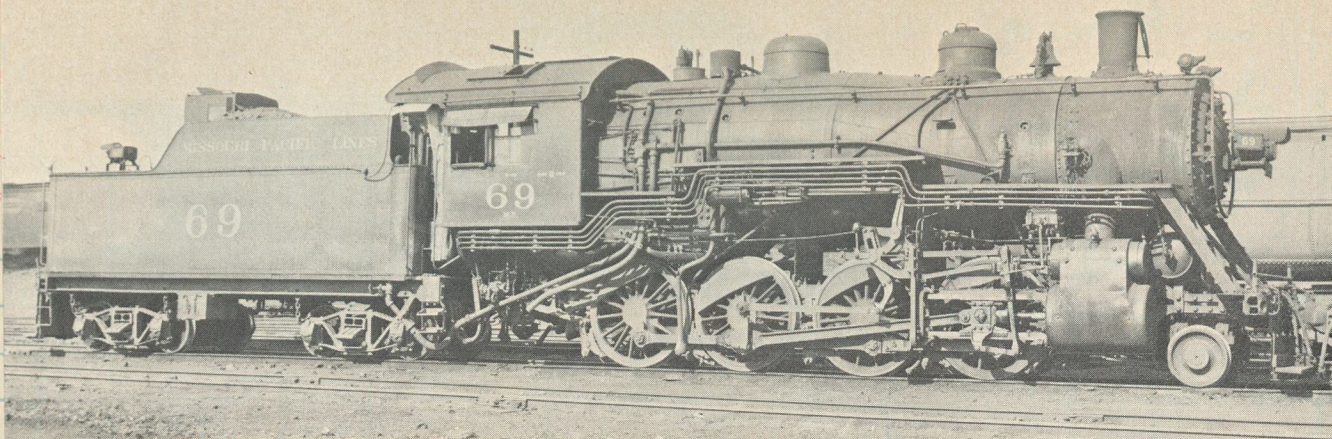


Looking from the sunroom end of the new 80' lounge cars from Pullman and placed in service on the Sunshine Special in 1927.

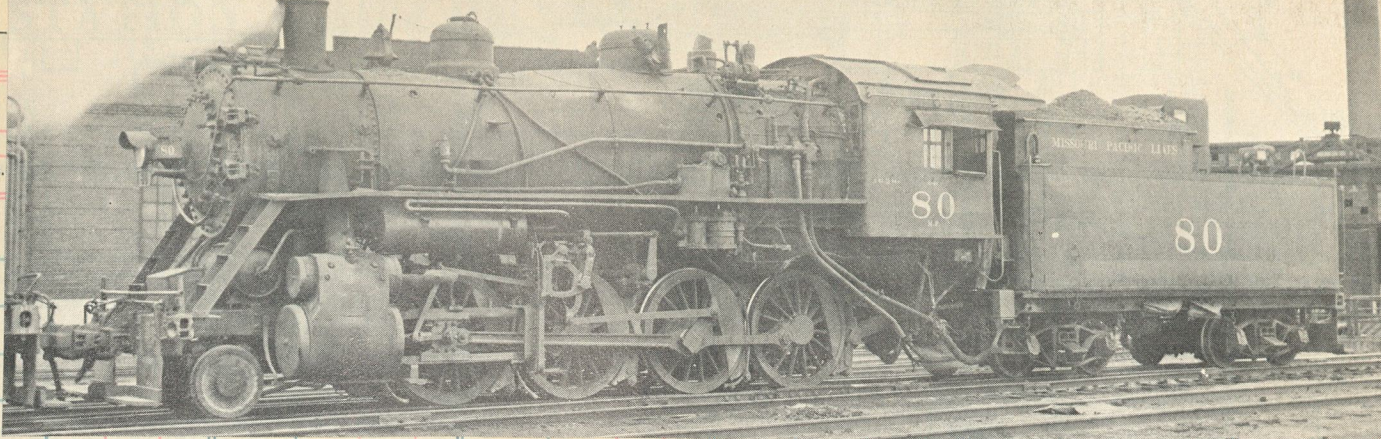
131-160
Brooks 1910
c/n 48272



Clos. No. Sold Amount

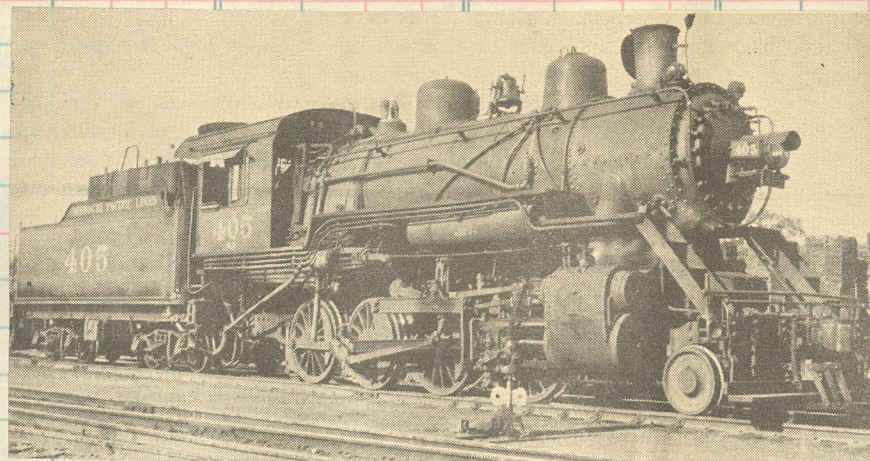
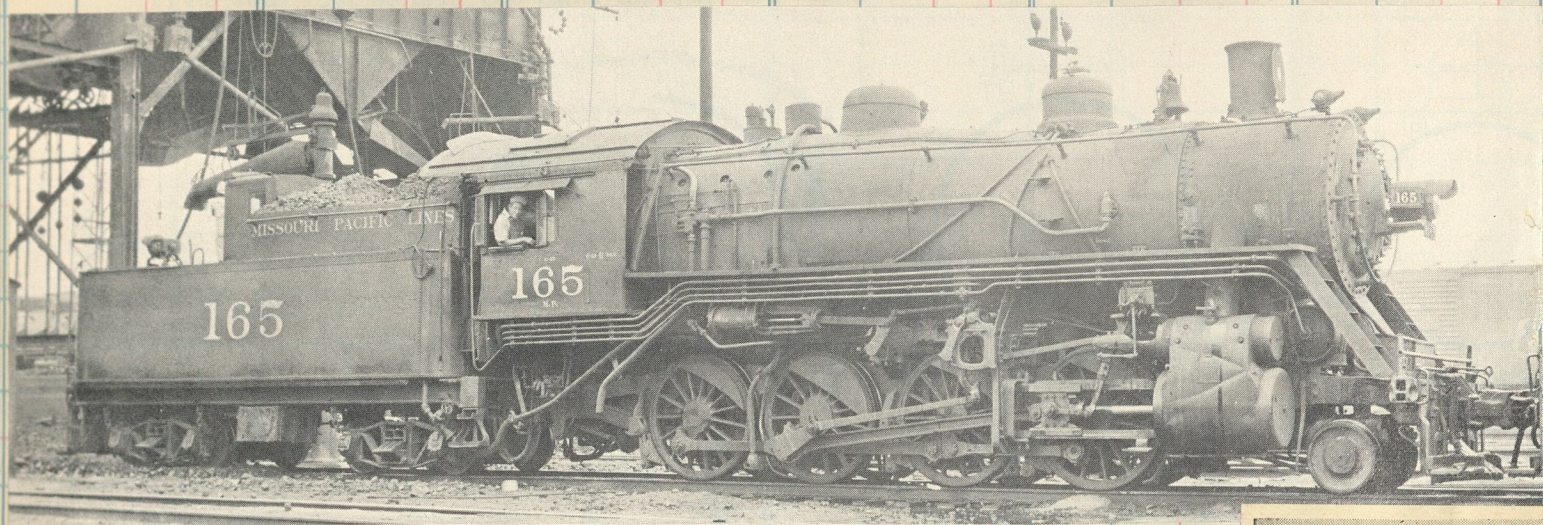


Clos.



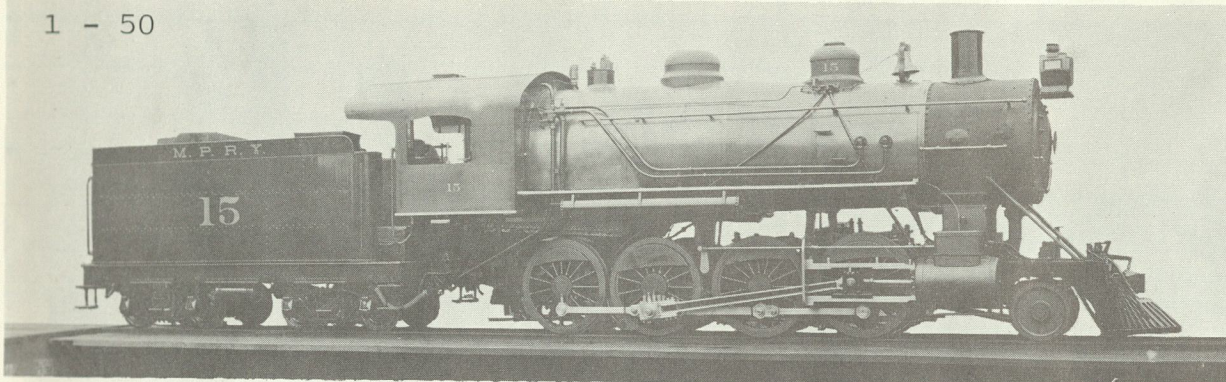
Amount

151



12-66

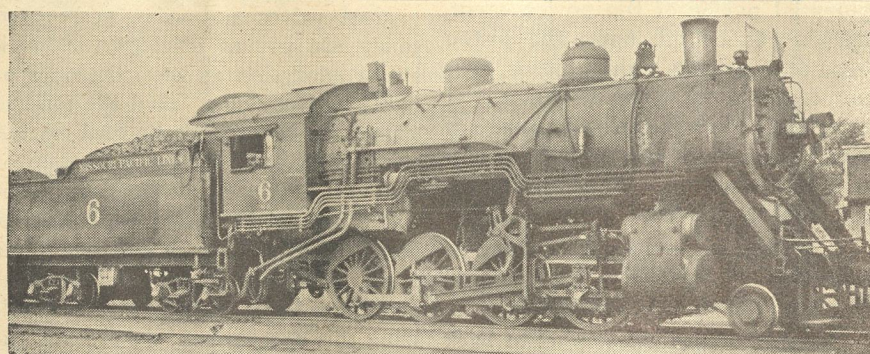
1 - 50



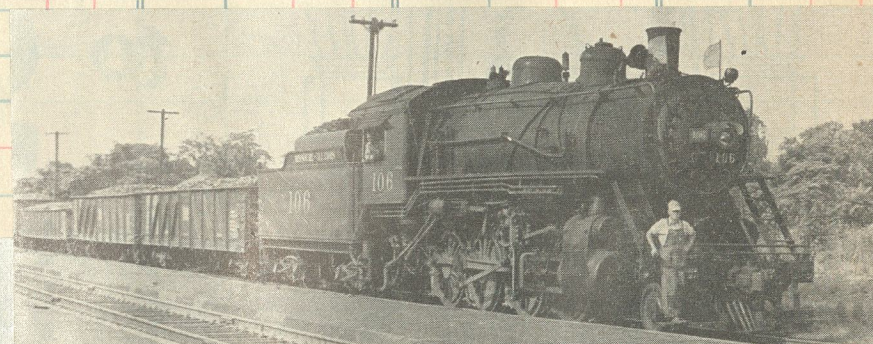
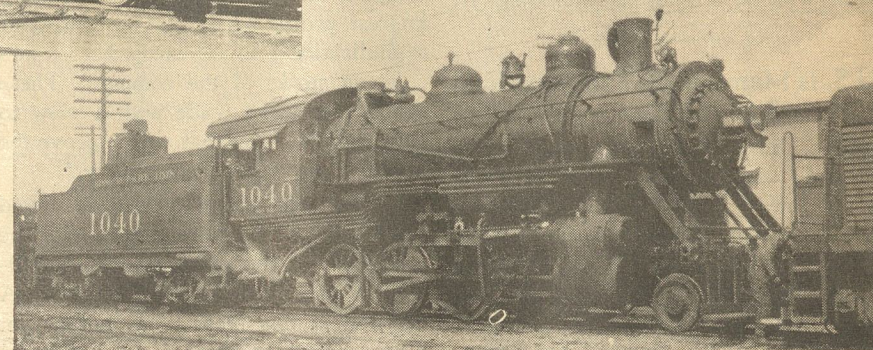
Missouri Pacific #15, 1905, 2-8-0 type.

Baldwin

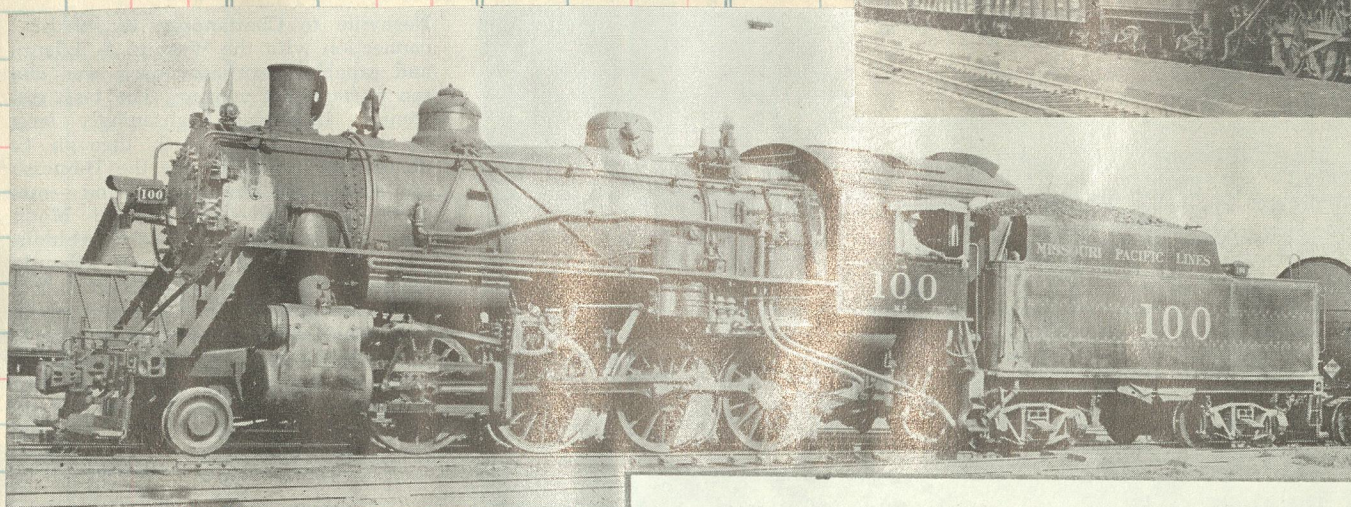
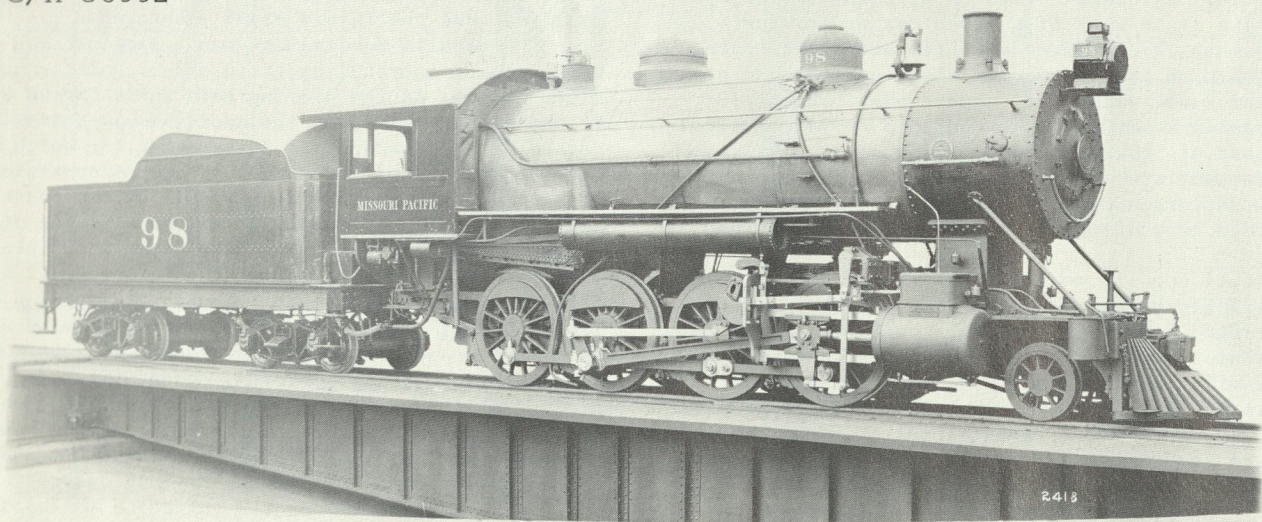
c/n 25589



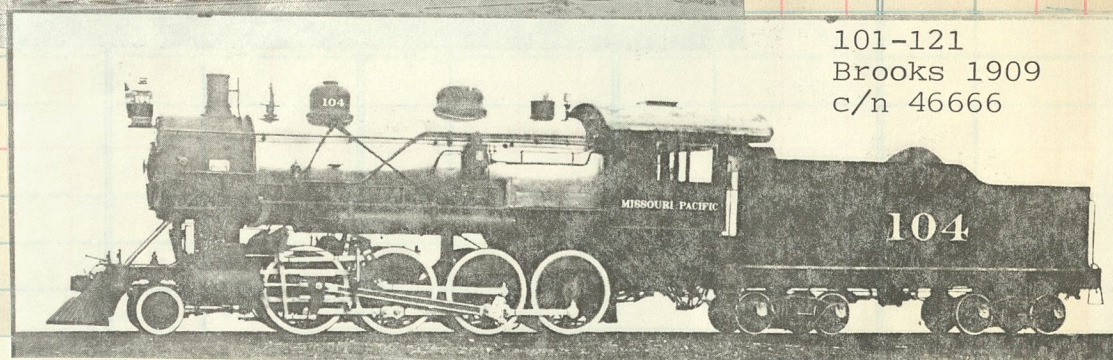
J. B. Allen



Baldwin 1907
51-100
c/n 30992

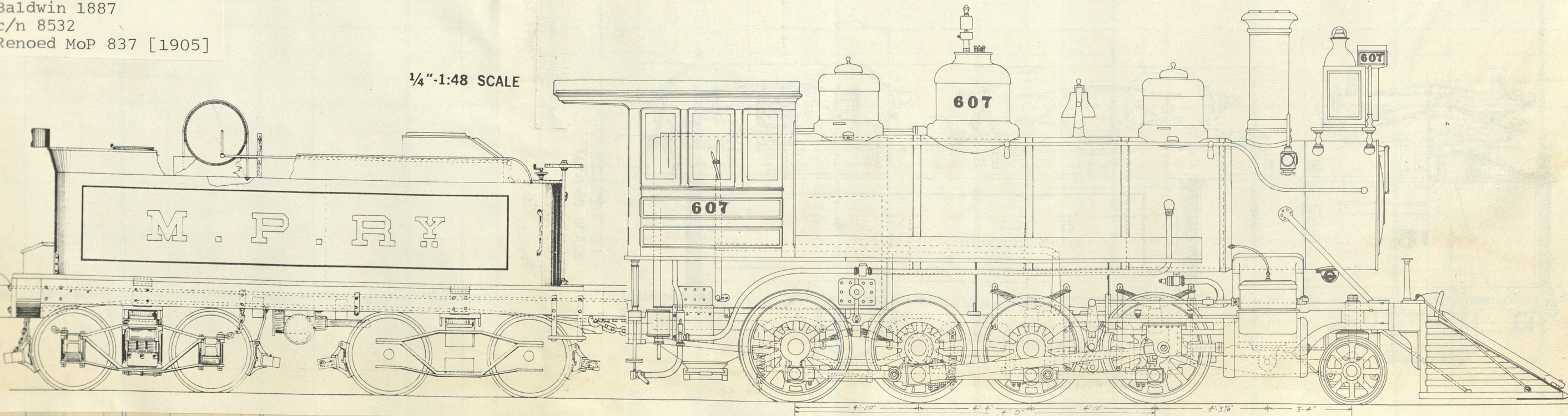


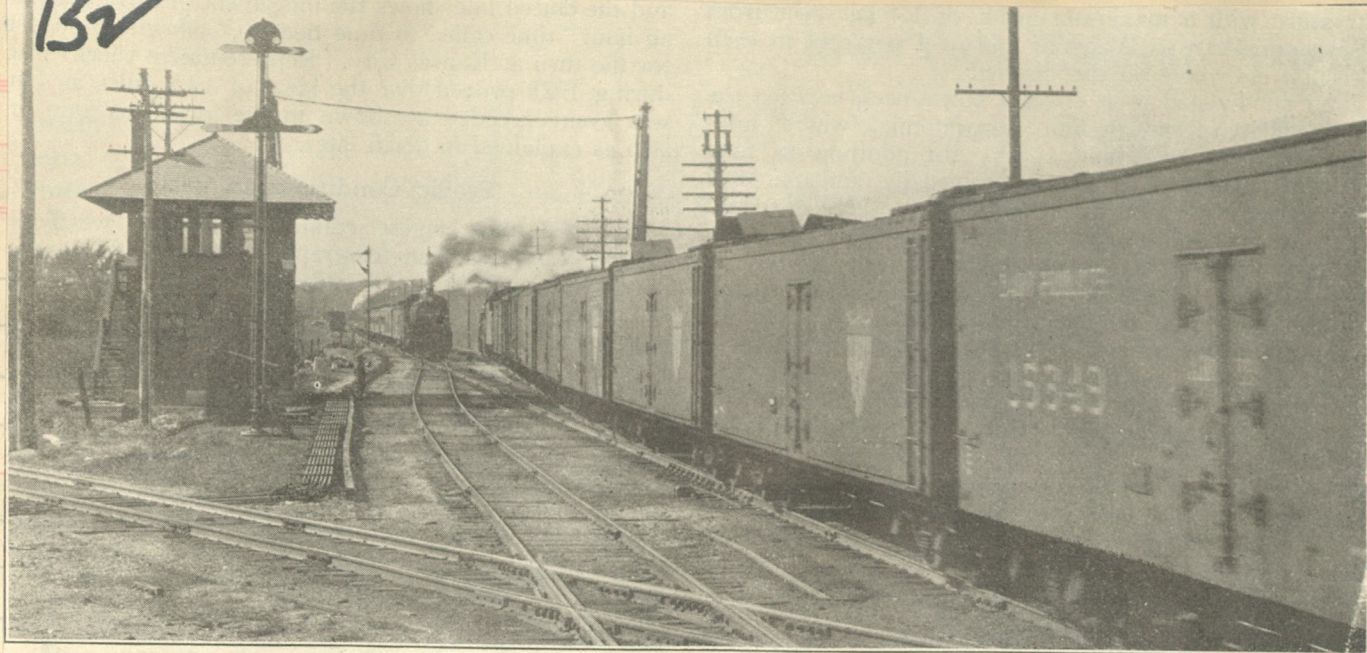
101-121
Brooks 1909
c/n 46666



StLIM&S 601-610
Baldwin 1887
c/n 8532
Renoed MoP 837 [1905]

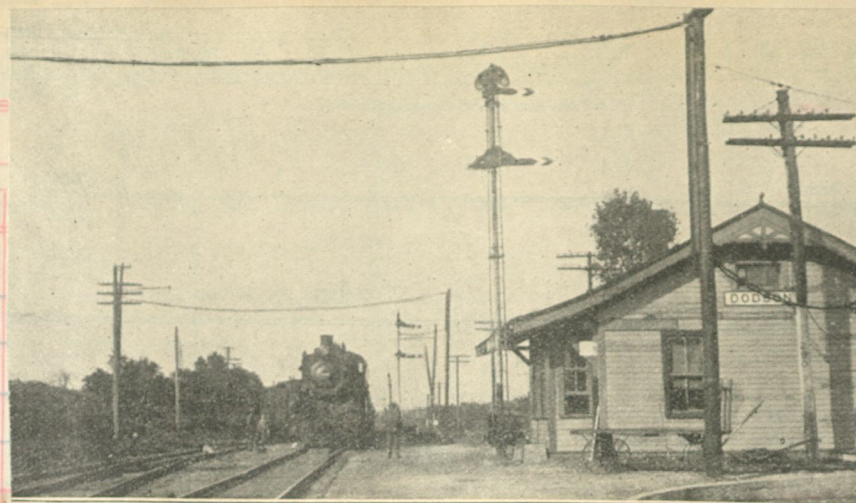
1/4"-1:48 SCALE





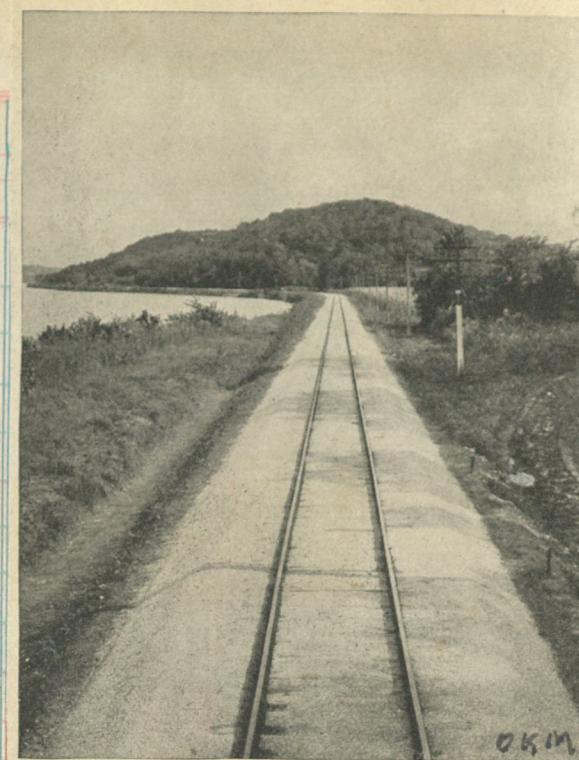
Two Trains Meeting on the Lap at Dodson Without Stopping

1925



Controlled Manual Block Signal, Location E, Dodson Station, Missouri Pacific R. R.

Dodson, Kansas-16 miles west of Kansas City on the "bottleneck" between Osawatomie and Kansas City.



VIEW ON KANSAS CITY-OMAHA DIVISION, MISSOURI PACIFIC RAILWAY
The Great Steel Highway between St. Louis, Kansas City and Pacific Coast

Schenectady 1921
6440-6444
c/n 62986

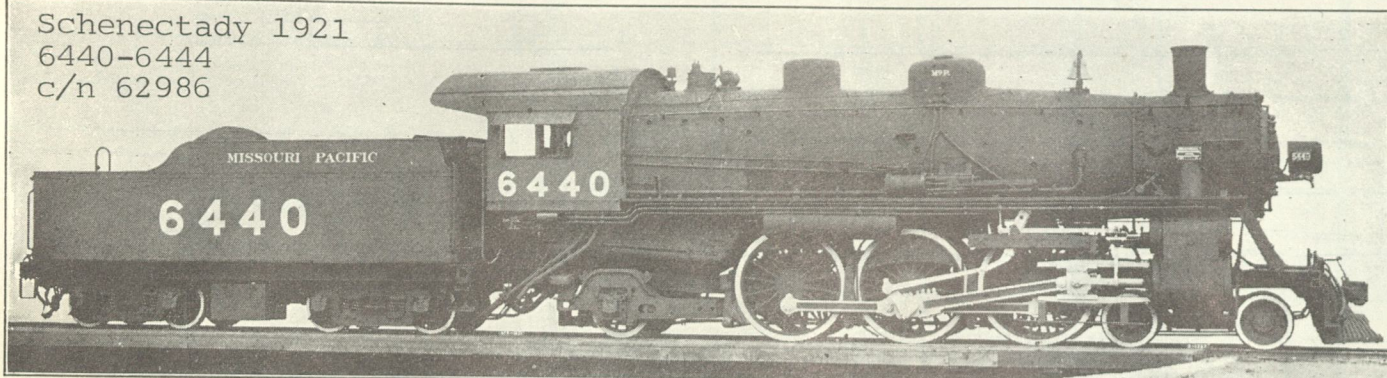
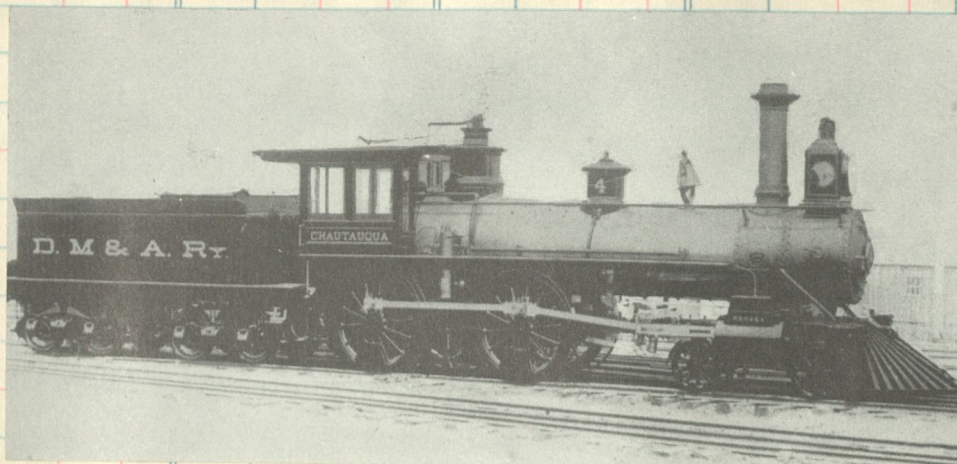
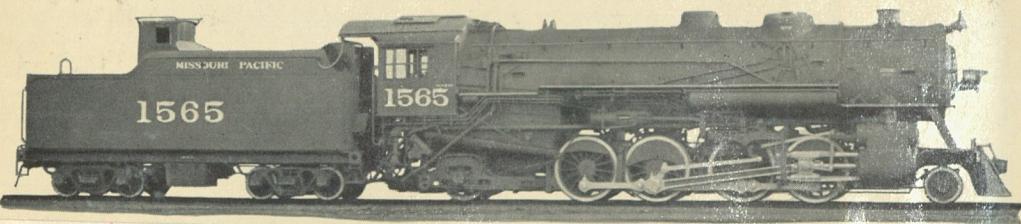


Fig. 141—Pacific (4-6-2) Locomotive for Passenger Service. Built for Missouri Pacific by the American Locomotive Company. 1921

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,155 sq. ft.
Cylinders.....	26 in. x 26 in.	Heating Surface, Firebox.....	207 sq. ft.
Steam Pressure.....	193 lbs.	Heating Surface, Superheater.....	788 sq. ft.
Diameter of Drivers.....	73 in.	Grate Area.....	49.5 sq. ft.
Tractive Effort.....	39,500 lbs.	Weight on Drivers.....	166,500 lbs.
Rigid Wheel Base.....	13 ft. 0 in.	Weight on Front Truck.....	49,000 lbs.
Driving Wheel Base.....	13 ft. 0 in.	Weight on Trailing Truck.....	52,000 lbs.
Engine Wheel Base.....	33 ft. 7 in.	Total Weight of Engine and Tender.....	435,700 lbs.
Tubes, Length.....	20 ft. 0 in.	Fuel.....	Soft coal



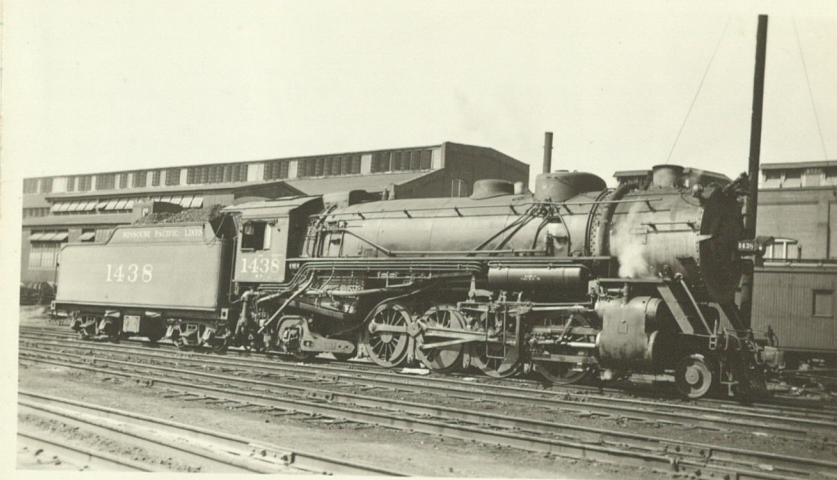
DENVER, MEMPHIS & ATLANTIC RY. succeeded the D.M.&A. Narrow Gauge Ry. organized in 1883; in 1891 it became part of the Kansas & Colorado Pacific Ry., controlled by the Missouri Pacific. It connected with the Pueblo & State Line R.R. and also had a line from Cheyenne to Larned, Kansas. Eng. 4, the CHAUTAUQUA, built by Brooks in 1886, later became Missouri Pacific 986, and was renumbered 8723.



Thirty five dependable Mikes were delivered by Schenectady in 1925 noed 1536-1570. c/n 66258



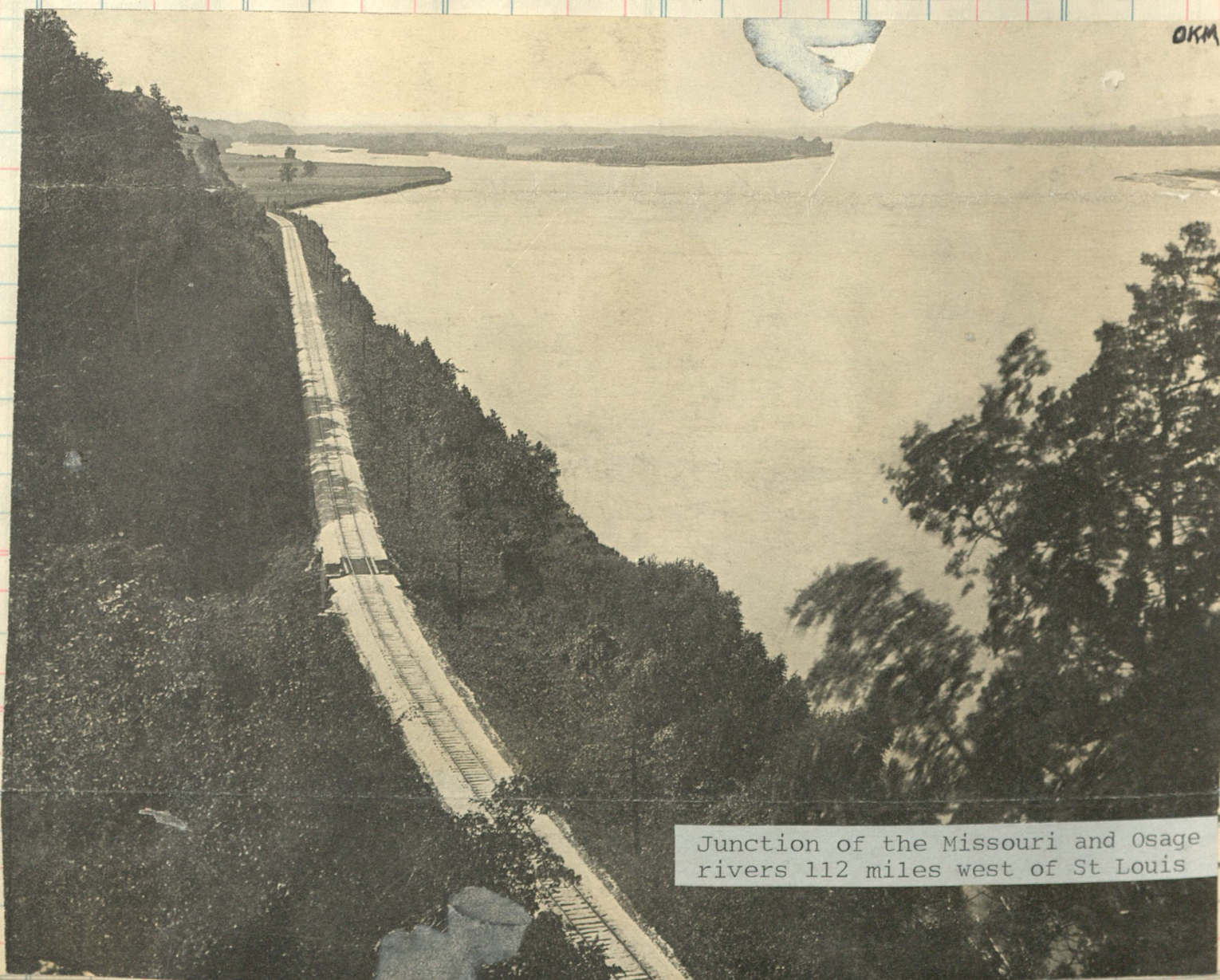
MISSOURI PACIFIC WESTBOUND TRAIN No. 1 NEAR SEDALIA, MO., IN 1909



Mikes 1426-1471 built by Schenectady in 1923. Foto from Ed May



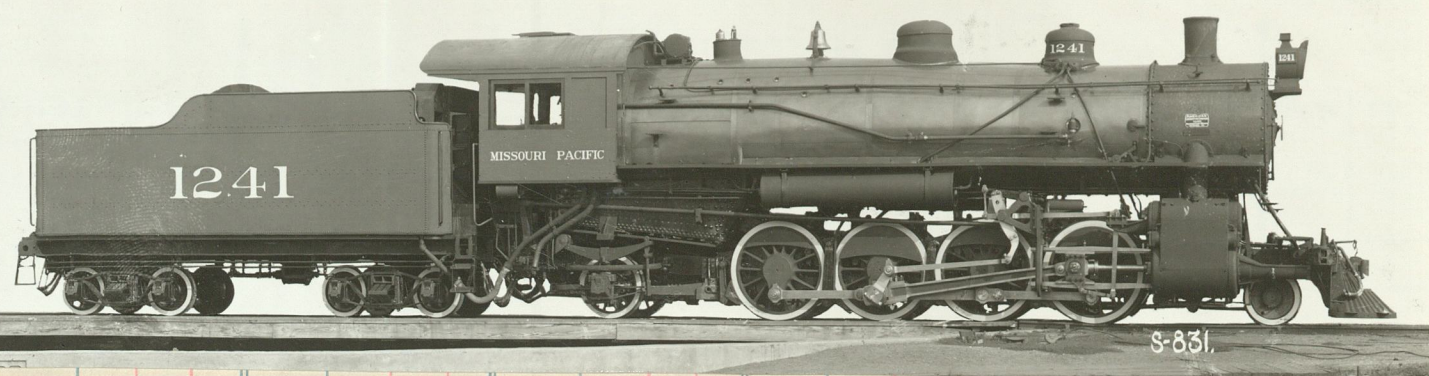
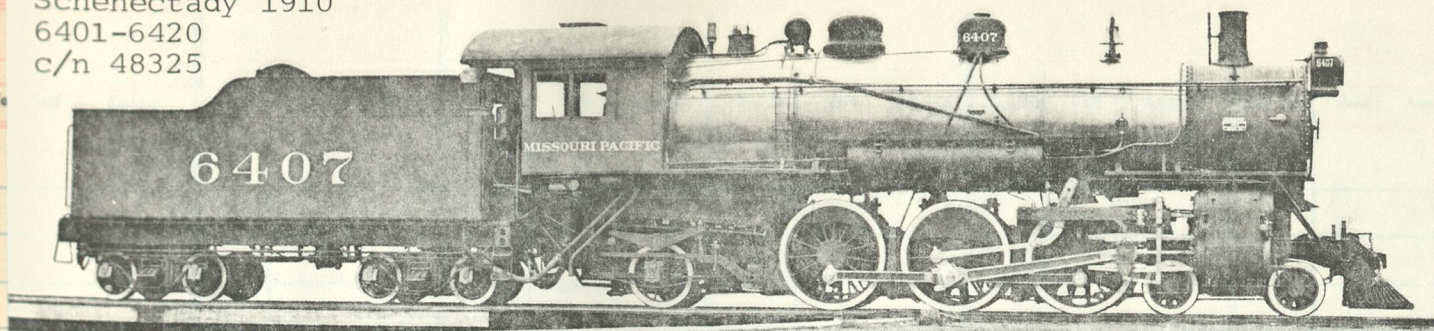
A cautious operator hoops up orders for the 1316 as it rolls thru Sandy Hook, Mo. depot on the banks of Missouri River west of Jefferson City. The 1316 was built by Baldwin 1919 for the USRA [c/n 51432] and asgn as P.R.R. 20038



Junction of the Missouri and Osage rivers 112 miles west of St. Louis

Schenectady 1910
6401-6420
c/n 48325

Class No.



Brother and Sister! This handsome couple graced the MoP rails at that time when locomotive aesthetics were at their zenith. The 1241, also a product of Schenectady, was part of an order for twenty engines delivered in 1911 numbered 1231-1250. c/n 50430

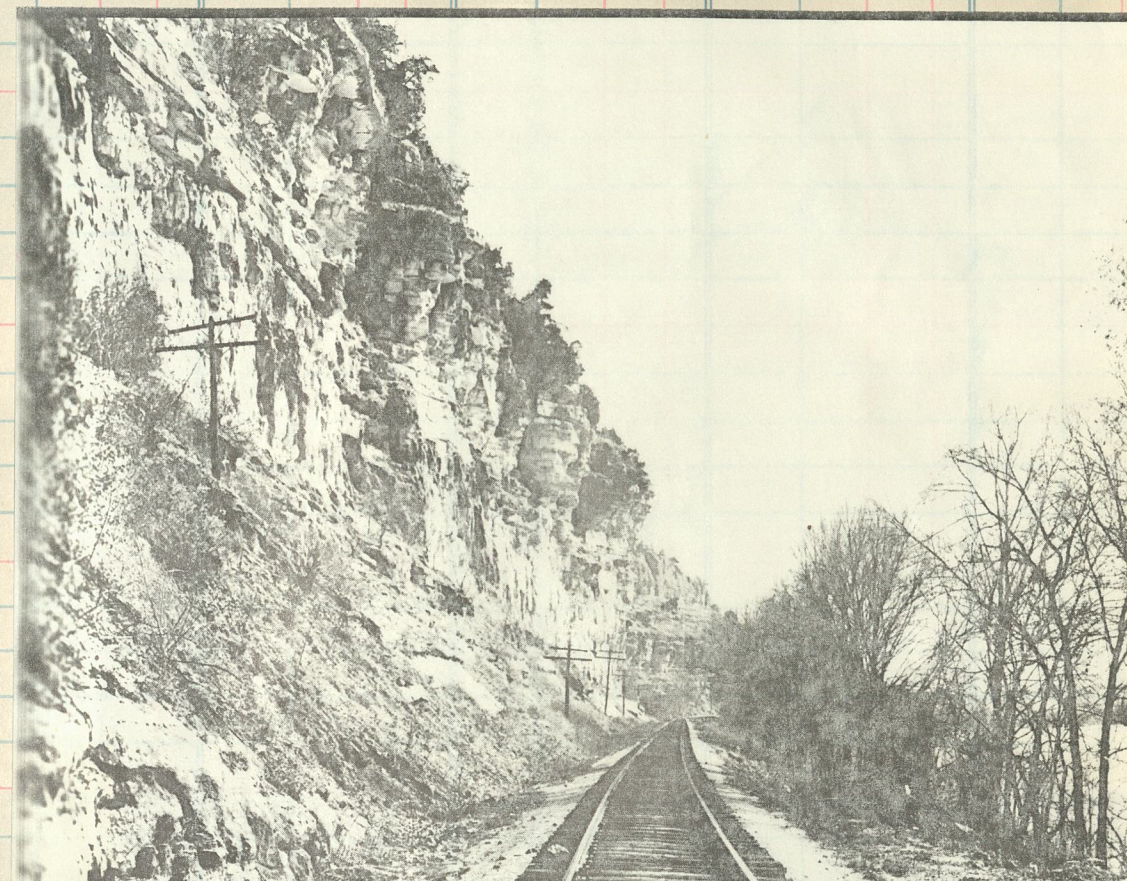
Ride the Scenic WHITE RIVER ROUTE



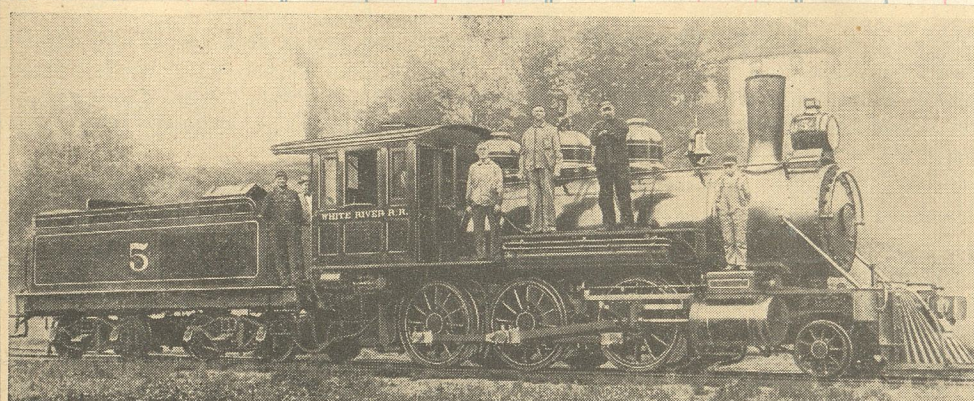
Between KANSAS CITY and MEMPHIS

- Daily through sleeping car service on *The Southern Scenic* with upper and lower berths, drawing room and compartment accommodations.
- Through coach service too, with comfortable reclining seats—popular priced grill counter meal service.
- The only direct rail service to Branson, Hollister and other popular Lake Taney-como resorts.
- See *the Ozarks* at their best on a daylight ride through the beautiful valley of the White River.

on White River Div near Calico Rock, Ark.



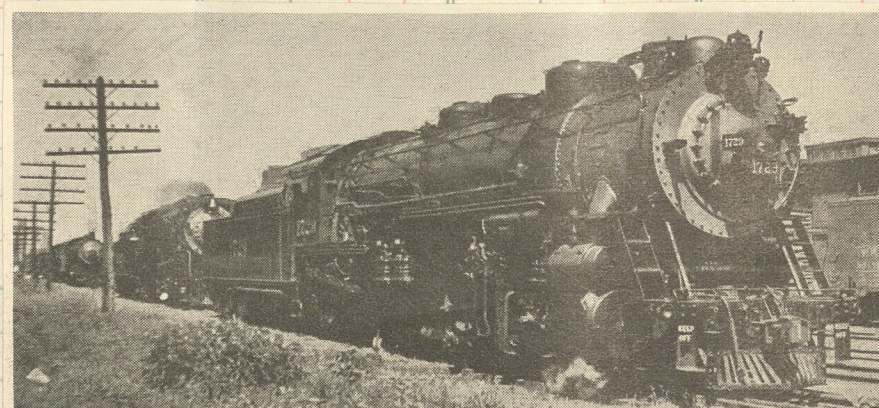
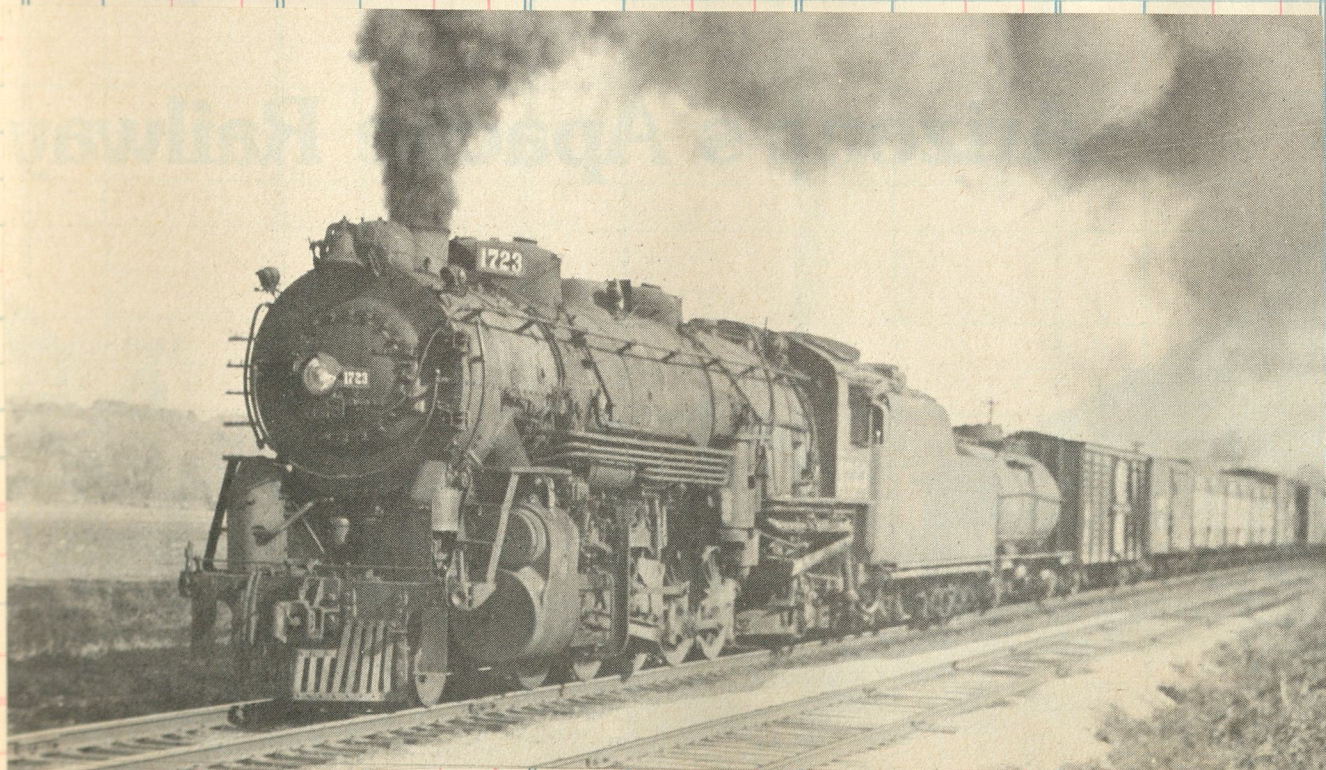
along Calico Rock



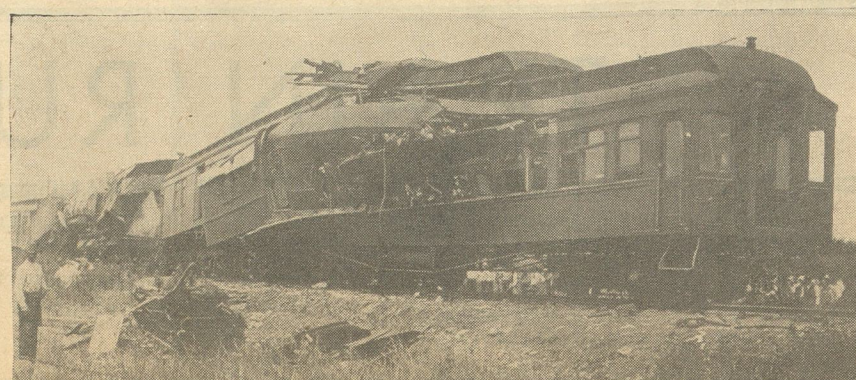
The gang's all here—lined up on a Baldwin Mogul owned by the White River Railroad, now part of St. Louis & Iron Mountain



One of the original Pacifics, ex STLIM&S #1620 Brooks 1902, still on the payroll works a commuter run out of St. Louis



PARADE OF POWER AT KANSAS CITY, MO.
Locomotives of the Missouri Pacific Railroad put on this parade in July, 1938, for the Continental Rail Fan Tour. The leading locomotive is a super 2-10-2, Santa Fe type.



WRECK ON THE MISSOURI PACIFIC AT KNOBNOTER, MO., ON JULY 2, 1908
Several persons were killed and many injured in this early morning collision. Photo is the property of Dr. James E. Curtis of Minneapolis, Minn., who was at the scene of the accident.

MISSOURI PACIFIC LINES 1940

GUY A. THOMPSON, Trustee		
MISSOURI PACIFIC RAILROAD CO., Debtor.		
GULF COAST LINES—INTERNATIONAL-GREAT NORTHERN, Debtors.		
L. W. BALDWIN	Chief Executive Officer	St. Louis, Mo.
H. R. SAFFORD	Senior Executive Assistant	Houston, Tex.
W. G. VOLLMER	Executive Assistant	St. Louis, Mo.
GENERAL OFFICES		St. Louis, Mo.
Union Station		Houston, Tex.
TRAFFIC DEPARTMENT		
C. E. PERKINS	Chief Traffic Officer	St. Louis, Mo.
J. A. BROWN	Assistant Chief Traffic Officer	St. Louis, Mo.
E. MOOK	Executive Assistant to Chief Traffic Officer	St. Louis, Mo.
W. A. RAMBACH	Assistant to Chief Traffic Officer	St. Louis, Mo.
D. R. LINCOLN	Assistant to Chief Traffic Officer	St. Louis, Mo.
General Traffic Manager (GCL-I-GN)		Houston, Tex.
PASSENGER DEPARTMENT		
P. J. NEFF	Assistant Chief Traffic Officer	St. Louis, Mo.
C. W. STRAIN	Assistant Passenger Traffic Manager	St. Louis, Mo.
C. K. BOTHWELL	Assistant Passenger Traffic Manager	St. Louis, Mo.
G. MILLER	Assistant General Passenger Agent	St. Louis, Mo.
A. D. BELL	Assistant Passenger Traffic Manager	Houston, Tex.
A. C. JACKSON	Assistant General Passenger Agent	Houston, Tex.
E. M. STEPHENS	Passenger Traffic Assistant	Houston, Tex.
R. S. NELSON	General Passenger Agent	Palestine, Tex.
F. L. ORR	Assistant General Passenger Agent	San Antonio, Tex.
G. C. FOX	Assistant General Passenger Agent	New Orleans, La.
H. L. SCHAEFFER	General Freight & Passenger Agent	Kansas City, Mo.
G. C. STOHLMAN	General Freight & Passenger Agent	Kansas City, Mo.
T. D. MOSS	Assistant General Passenger Agent	Little Rock, Ark.
L. S. SHORTRIDGE	Assistant General Passenger Agent	Memphis, Tenn.
W. M. COOK	Assistant Traffic Manager	San Francisco, Calif.
J. KAVANAUGH	Assistant Traffic Manager	Chicago, Ill.
ZIERVOGEL	Asst. Superintendent Dining & Parlor Cars	St. Louis, Mo.
W. A. GALL	Assistant Superintendent Dining & Parlor Cars	Houston, Tex.
J. J. COLLINS	General Baggage Agent	St. Louis, Mo.
FREIGHT DEPARTMENT		
H. M. JOHNSON	General Freight Traffic Manager	St. Louis, Mo.
C. D. BORDELON	Freight Traffic Manager	St. Louis, Mo.
G. H. HAMILTON	Freight Traffic Manager	Houston, Tex.
J. H. STALEY	Assistant Freight Traffic Manager	St. Louis, Mo.
C. E. CARLTON	Assistant Freight Traffic Manager	New York, N. Y.
W. M. COOK	Assistant Traffic Manager	San Francisco, Calif.
J. KAVANAUGH	Assistant Traffic Manager	Chicago, Ill.
A. W. AYLIN	Assistant Traffic Manager	New Orleans, La.
L. A. SACKBAUER	Coal Traffic Manager	St. Louis, Mo.
A. RODRIGUEZ	Foreign Freight Traffic Manager	St. Louis, Mo.
M. W. DANCY	Perishable Traffic Manager	St. Louis, Mo.
D. L. CARTER	General Freight Agent	St. Louis, Mo.
J. F. HARRIS	General Freight Agent	St. Louis, Mo.
H. R. WILSON	General Freight Agent	St. Louis, Mo.
T. B. DUGGAN	General Freight Agent	St. Louis, Mo.
P. H. COON	General Freight Agent	Houston, Tex.
J. E. BAILEY	General Freight Agent	Houston, Tex.
G. C. STOHLMAN	General Freight and Passenger Agent	Kansas City, Mo.
D. E. HORTON	General Live Stock Agent	Kansas City, Mo.
E. J. BRAY	European Traffic Manager	London, Eng.
INDUSTRIAL—AGRICULTURAL—DEVELOPMENT		
J. G. CARLISLE	Director of Industrial Development	St. Louis, Mo.
D. P. PACE	Industrial Commissioner	Houston, Tex.
W. M. WEIGEL	Mineral Technologist	St. Louis, Mo.
JOHN T. STINSON	Director of Agricultural Development	St. Louis, Mo.
G. A. TROLLOPE	Agricultural Agent	St. Louis, Mo.
W. B. COOK	Agricultural Agent	Houston, Tex.



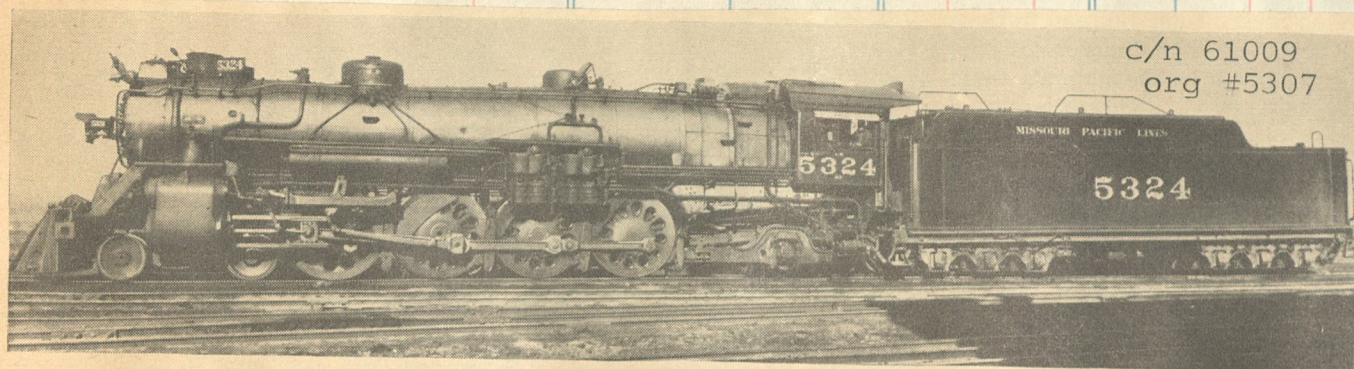
No. 25 and No. 225-25
The Texan
Dining-Lounge Observation Car—(Radio)
St. Louis to Texarkana.
Dining-Lounge Observation—Longview to
Houston.
Dining Parlor—Memphis to Little Rock.
Missouri Pacific Parlor (v.d.r.)—Coach—
St. Louis to Memphis [5] (from Knobel No.
325-224).
Sleepers—
10-Section, 2-Compartment, 1-Drawing-room:
St. Louis to Fort Worth [M-44].
St. Louis to Houston [M-150].
16-Section:
Memphis to Fort Worth [M-23].
12-Section Drawing-room:
Memphis to El Dorado [47] (from Little
Rock No. 21-821).
St. Louis to Houston [M-41].
Divided Coach—St. Louis to Fort Worth.
De Luxe Coach—St. Louis to Houston.
Coach—Memphis to Little Rock.
Div. Coach—Memphis to Little Rock.

With 18 heavyweight cars, 5340 and 5344 leave St. Louis in August, 1944 on Train 25, The Texan. The doubleheader will work through to Poplar Bluff, Mo., thus avoiding a delay for helper service at Bismarck.

Joe G. Collias



No. 19-119-419—The Sunflower
Dining-Lounge Car (Radio)—St. Louis to
Wichita.
Sleepers—
St. Louis to Omaha—12-Section D.R. [45]
(No. 119 from Kansas City).
St. Louis to Wichita—12-Section D.R. [23]
(No. 419 from Pleasant Hill).
Chair Car—Coach service.



c/n 61009
org #5307

MISSOURI PACIFIC RAILROAD'S NEWLY REBUILT ENGINE 5324

The 4-8-2's

5201-5207 b1t for StLIM&S
by Schenectady 1913

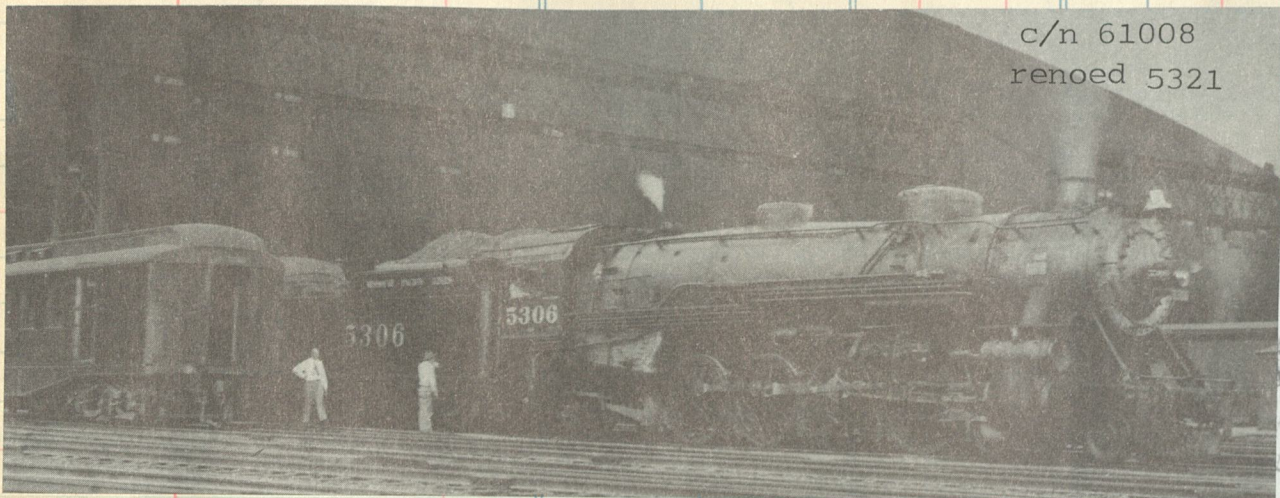
5301-5307 Richmond 1919,
rebt 1940 and renoed:

5301	renoed	5327
5302	"	5326
5303	"	5322
5304	"	5323
5305	"	5325
5306	"	5321
5307	"	5324

5308-5312	Schen	1921
5313-5316	Schen	1923
5335-5339	Brooks	1927
5340-5344	Schen	1930



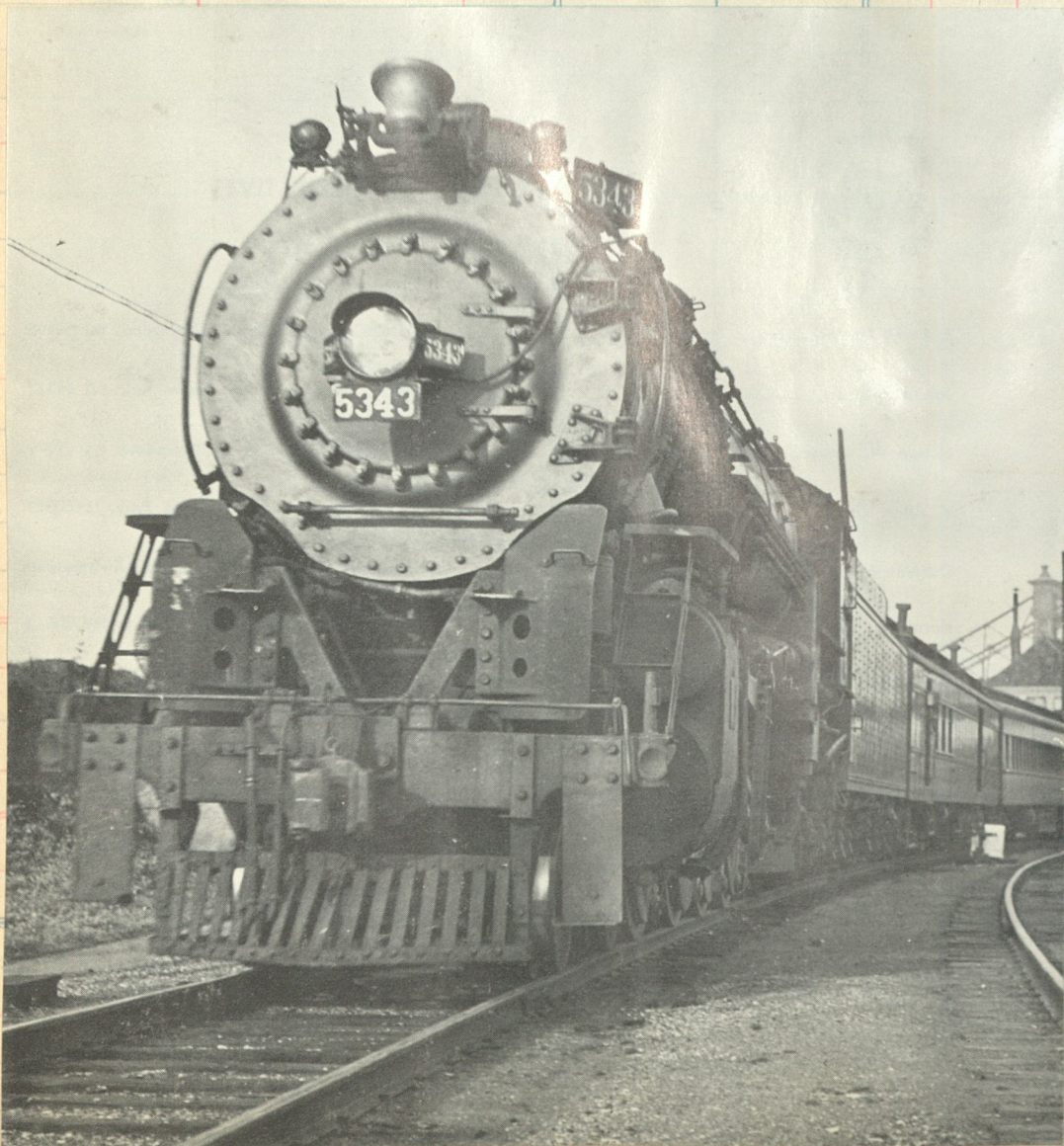
The 5336 is making time with tonnage near Otterville, Mo.



c/n 61008
renoed 5321



c/n 67313



Joe G. Collias

At Kirkwood in October, 1949, an immaculate Engine 5337, converted to burn oil, takes The Scenic Limited toward the sunset.



The days are gone when you could take a direct train from St. Louis to Omaha; here, we see train No. 119 arriving in Omaha in Sept. '48.

NO CHANGE OF TRAINS Between TEXAS-NEW YORK WASHINGTON

and Intermediate Cities Including
ST. LOUIS, INDIANAPOLIS, CINCINNATI,
COLUMBUS, CLEVELAND, BUFFALO,
PITTSBURGH, BALTIMORE, PHILADELPHIA

via
MISSOURI PACIFIC LINES
BALTIMORE & OHIO
CHESAPEAKE & OHIO
NEW YORK CENTRAL
PENNSYLVANIA



NEW YORK



WASHINGTON

SUNSHINE SPECIAL

THROUGH SLEEPING CARS

Between	and New York
El Paso, Ft. Worth, Dallas	and New York
*Mexico City	and New York
San Antonio, Austin	and New York
Houston	and Washington
Ft. Worth, Dallas	and Washington
San Antonio, Austin	and Washington
Galveston, Houston	and Washington

THROUGH COACHES

Between	and New York
Ft. Worth, Dallas	and New York
San Antonio, Austin	and New York

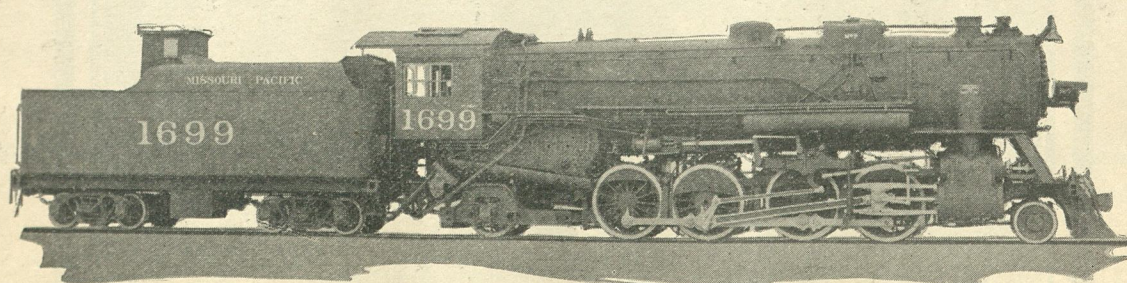
For complete list of equipment see consists of
SUNSHINE SPECIAL and
TEXAN No. 25
on Pages 11 and 12

MISSOURI
PACIFIC
LINES

1947

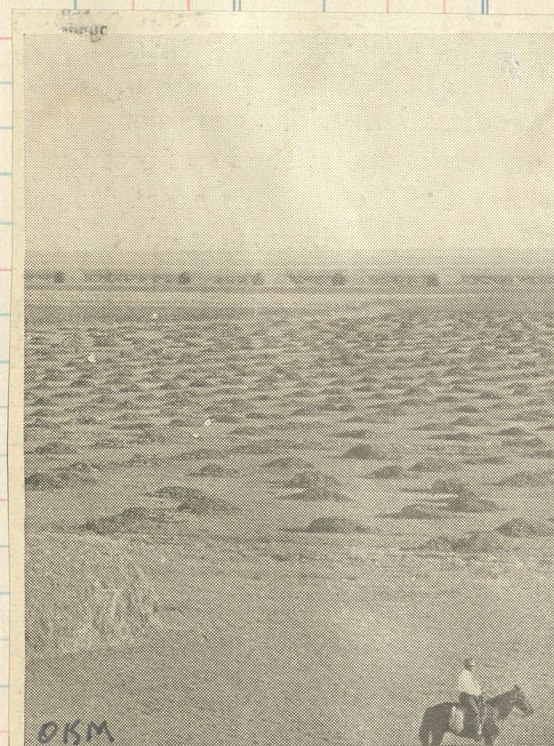
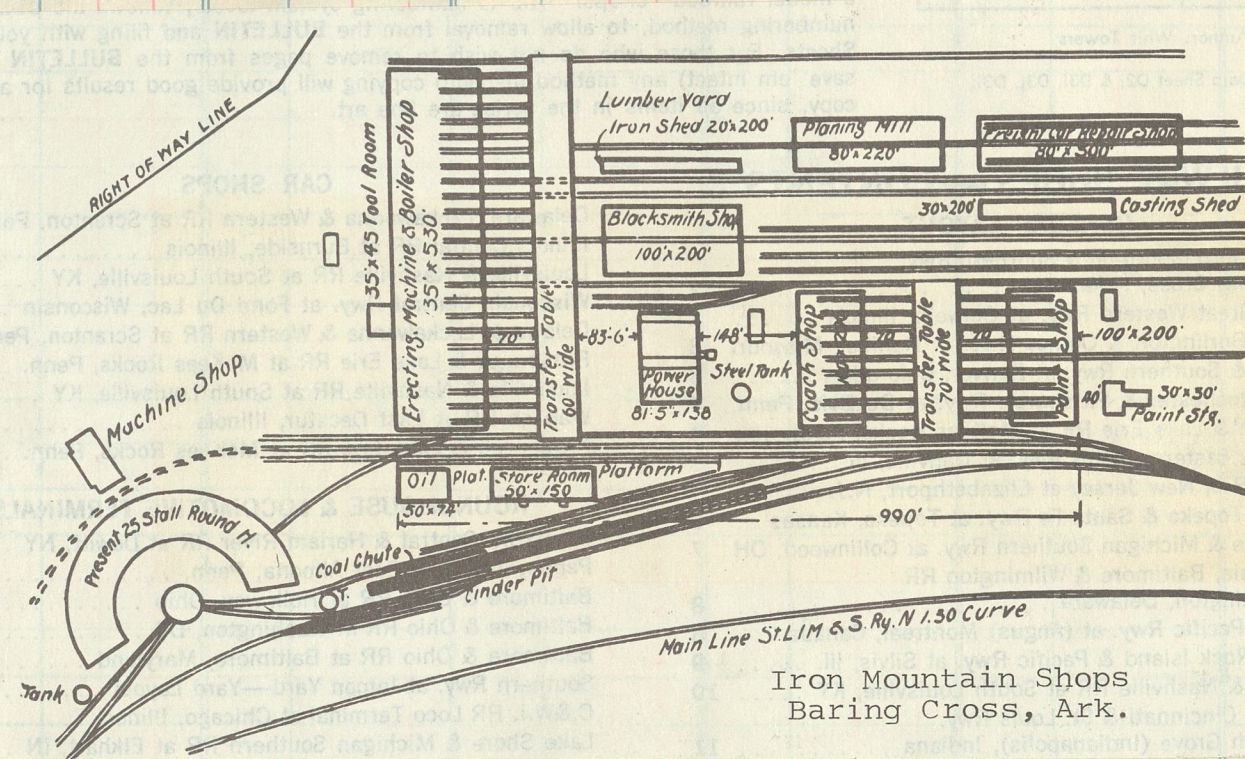


The only 3 cyl Mike on the MoP. Blt At Schenectady 1924
c/n 66016. Tests proved it as a very efficient machine but
in road service developed problems. Reblt at Sedalia in
1937 and renoed 1571.



Total Weight of Engine, 340,000 pounds.
Cylinders, 1-23 x 28, 2-23 x 32 inches.
Boiler Pressure, 200 pounds.

Weight on Drivers, 244,500 pounds.
Diameter Driving Wheels, 63 inches.
Maximum Tractive Power, 65,700 pounds.



THE IMMENSE ALFALFA FIELDS ALONG THE MISSOURI PACIFIC IN WESTERN KANSAS AND EASTERN COLORADO EXTEND SEEMINGLY TO THE VERY HORIZON AND PRESENT A WONDERFUL VIEW TO TRAVELERS ON THE ROUTE OF THE SCENIC LIMITED.



"THE GREAT WHEAT WAY" IN KANSAS ON THE MISSOURI PACIFIC, THE ROUTE OF THE SCENIC LIMITED. THE 1914 FIELD CROPS OF KANSAS WERE EIGHTY-SEVEN MILLION DOLLARS GREATER IN VALUE THAN THE AVERAGE FOR THE FIVE PREVIOUS YEARS.

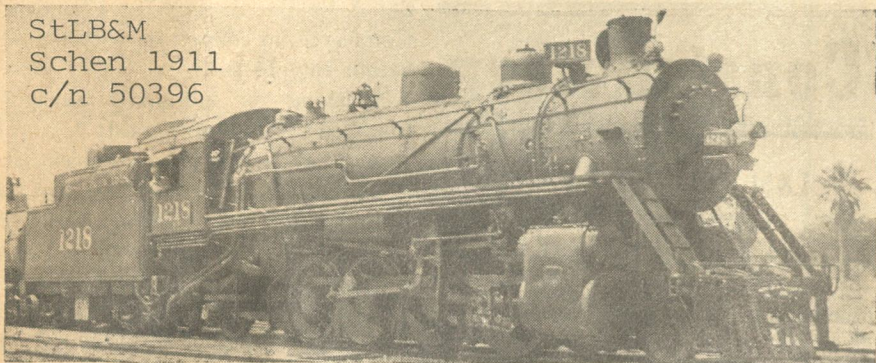


156

EMC/SLC 1931



StLB&M
Schen 1911
c/n 50396



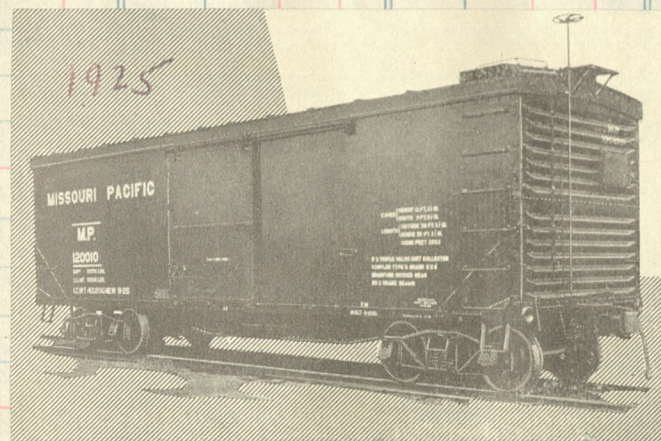
MISSOURI PACIFIC'S ENGINE 1218 AT KINGSVILLE, TEX.

R. H. Carlson

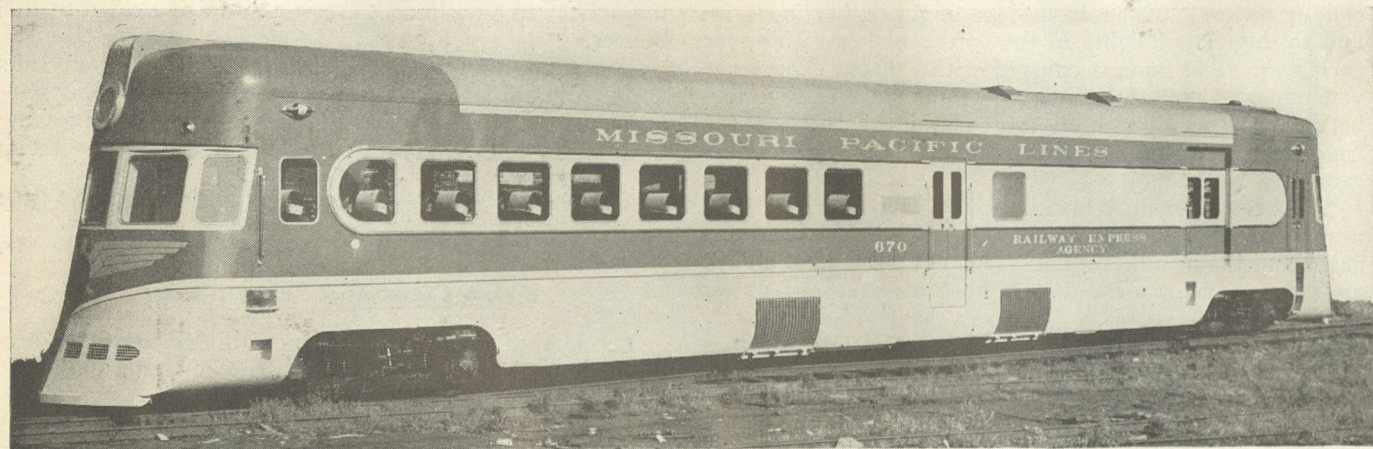


MP5324 (4-8-2) Passing California, MO in January 1942. C.T. Wood Photograph. Collection of Louis Marre.

StLB&M 1116
Brooks 1926
c/n 66694



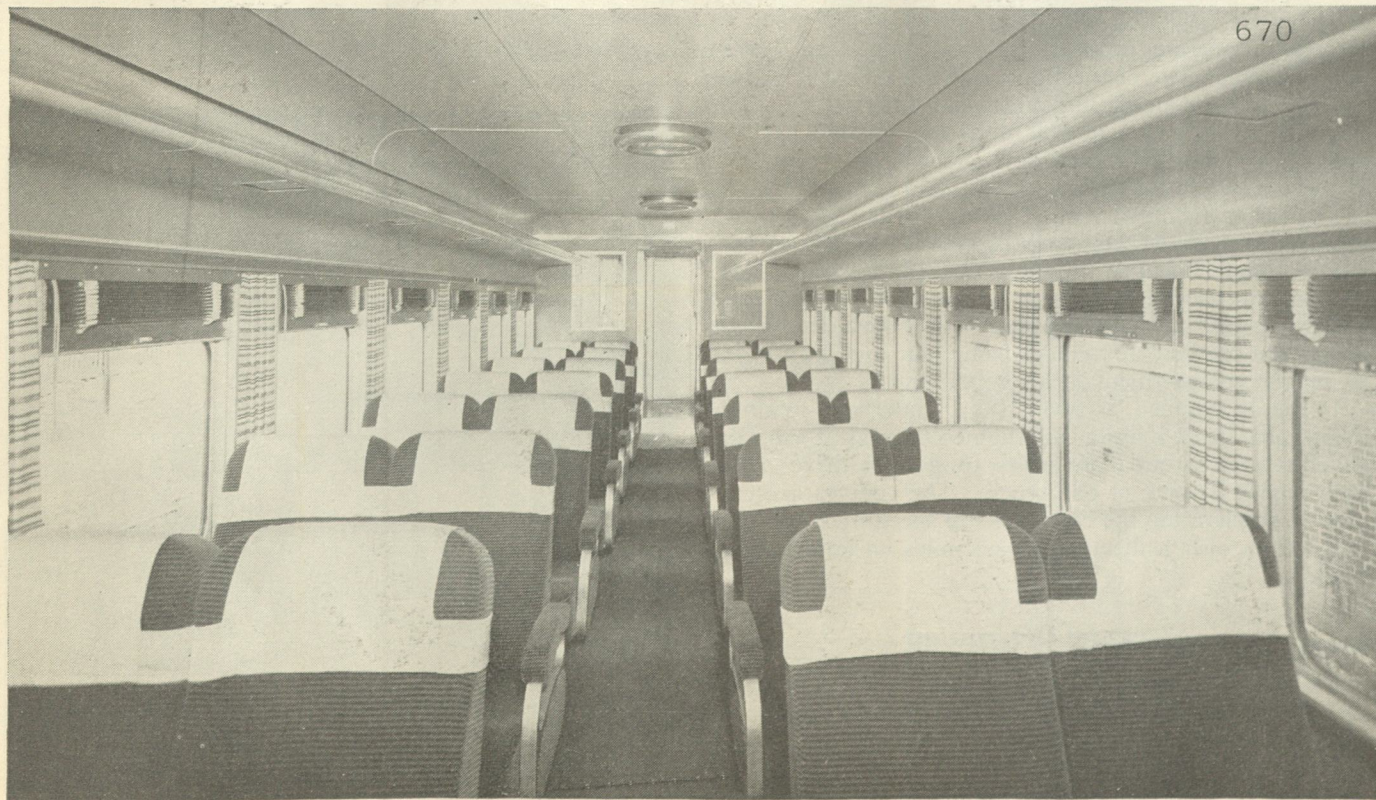
Blue Rapids, Kansas
[144 mi west of St Joseph]



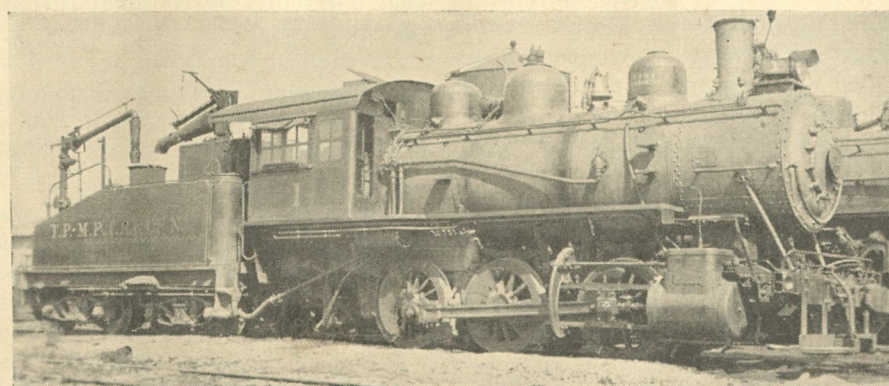
Missouri Pacific Motor Car with Power Plants Under the Floor

a c f 1942

670



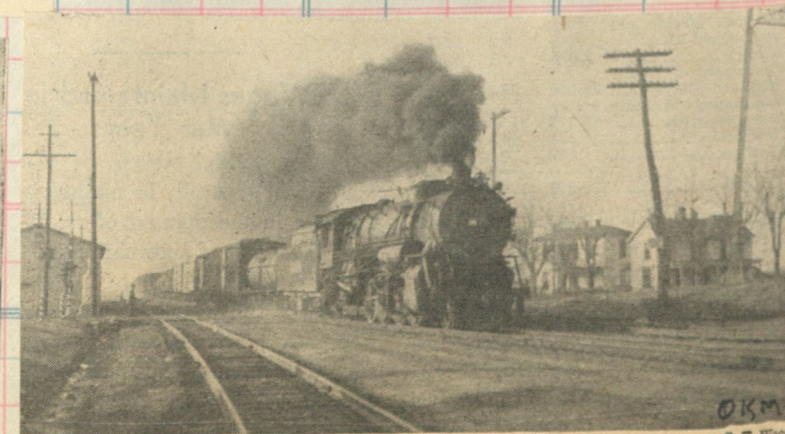
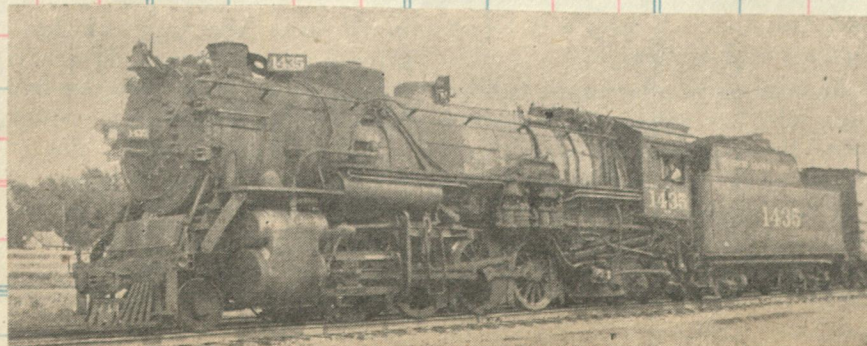
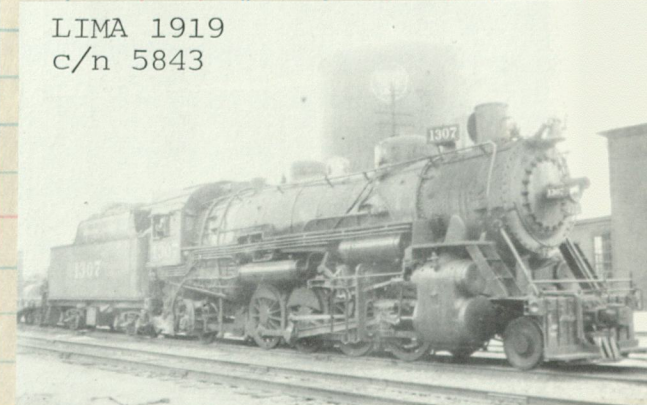
Rotating Seats with Individual Reclining Backs Seat Thirty-four



C. William Witbeck

LOCOMOTIVE 1 OF THE TEXAS PACIFIC-MISSOURI PACIFIC TERMINAL RAILROAD OF NEW ORLEANS

LIMA 1919
c/n 5843



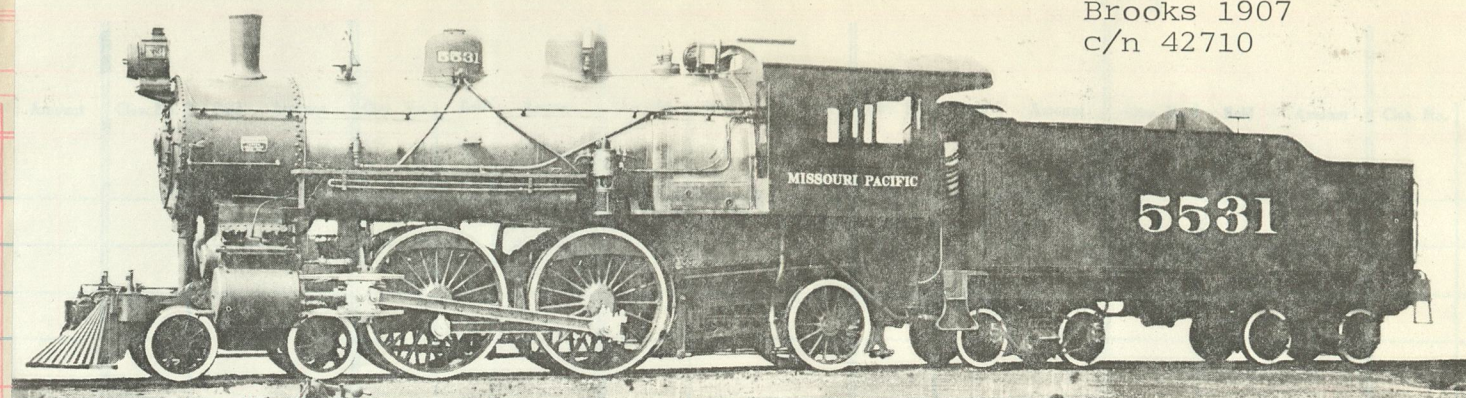
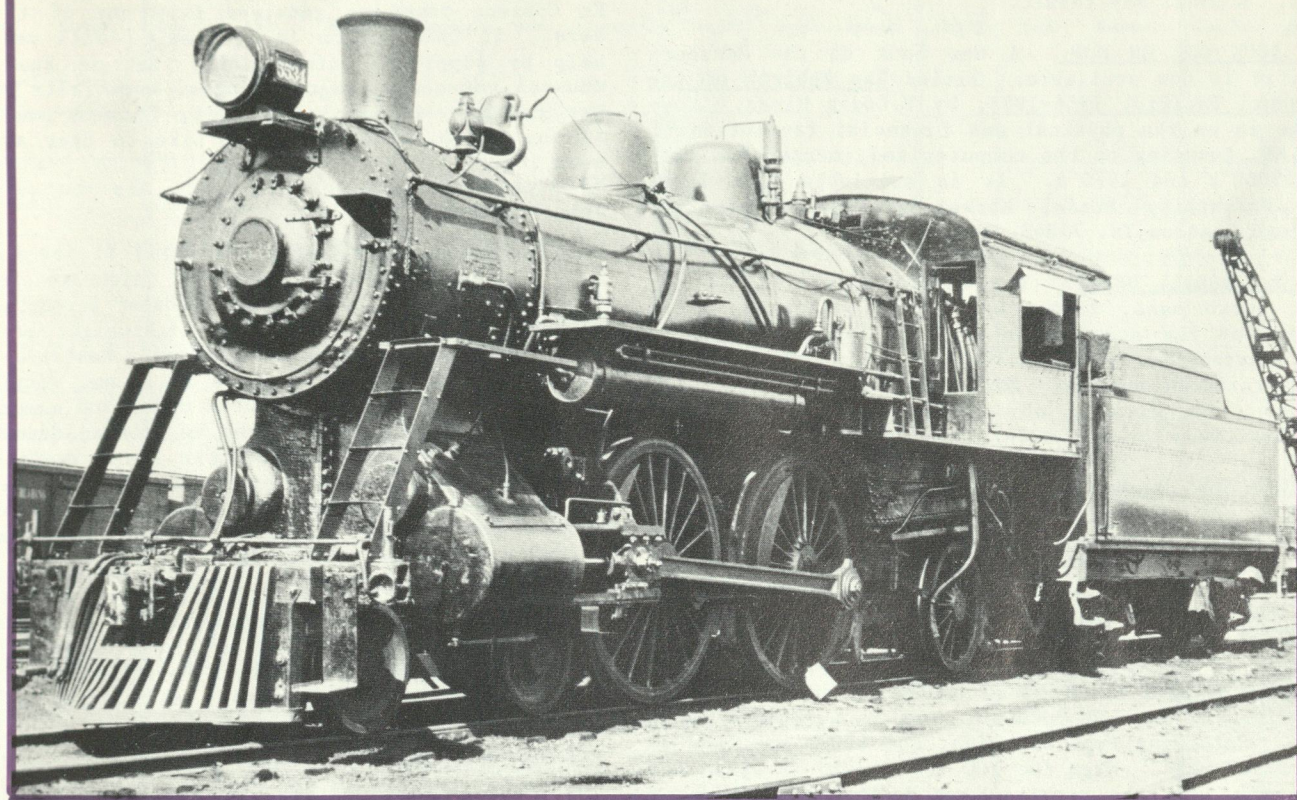
MISSOURI PACIFIC'S ENGINE 1466 HAULING FREIGHT THROUGH CALIFORNIA, MO.

THE 4-4-2 ATLANTIC TYPES

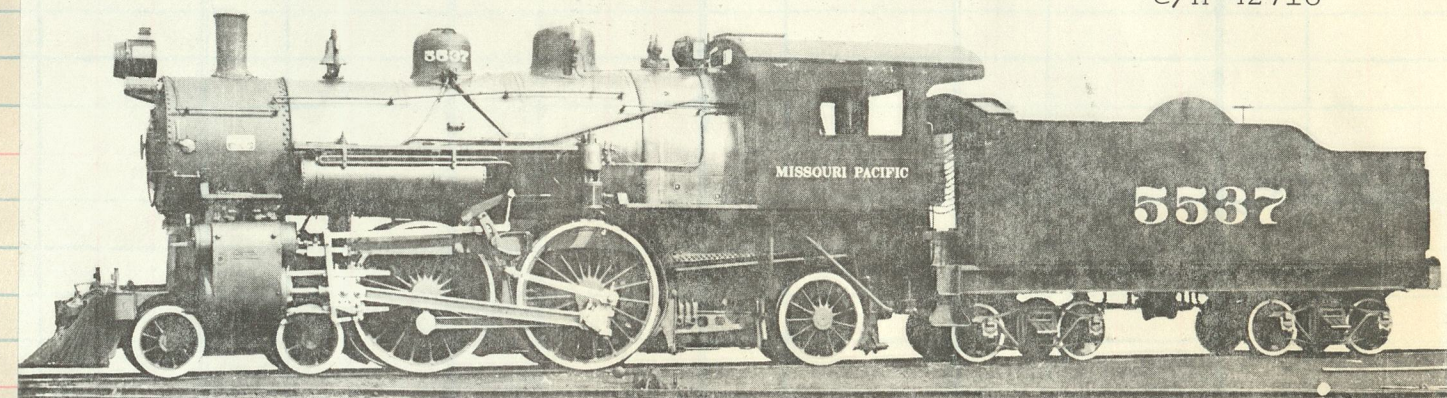
5516-5540
Brooks 1907
c/n 42710

157

The 5534 at Van Buren in August 1923
c/n 42713



c/n 42716

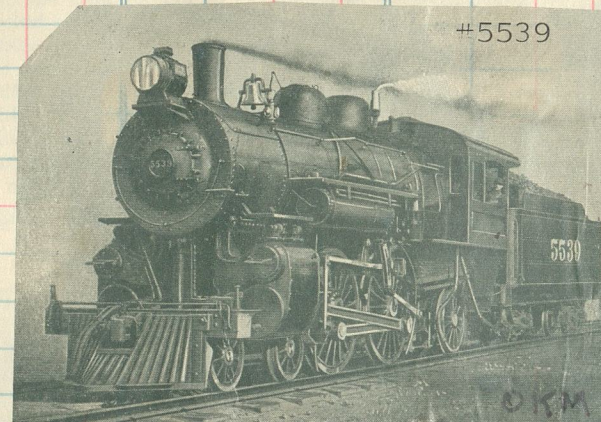


The paramount in locomotive design had to be the "Atlantics". The MoP had forty, noed 5501-5540. First fifteen delivered by Brooks in 1904 noed 1190-1199 (renod 5501-5510) and 1695-1699 for StLIM&S (to 5511-5515). Nos 5516-5540 came from Brooks in 1907.

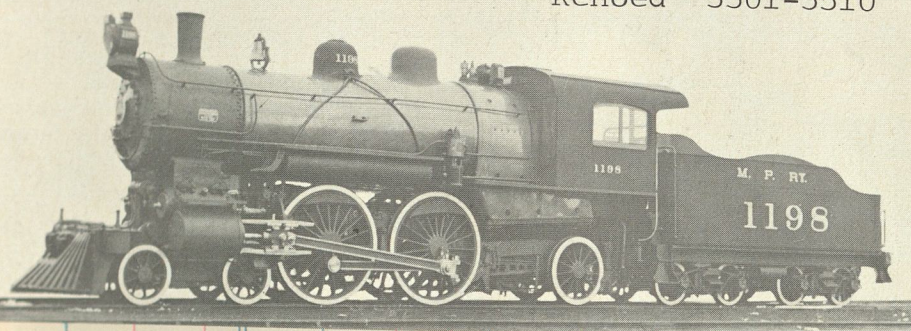
#5511
c/n 29496
Org StLIM&S #1695
at Ft Smith in 1913



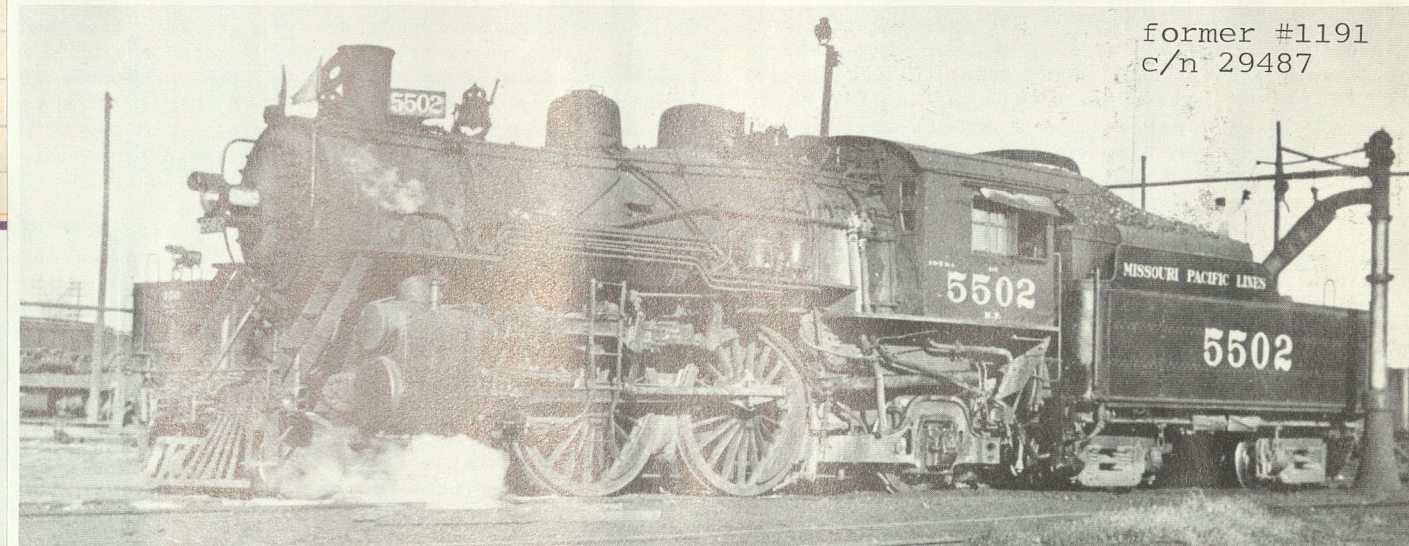
#5539



Brooks 1904
c/n 29494
Renoed 1190-1199
5501-5510

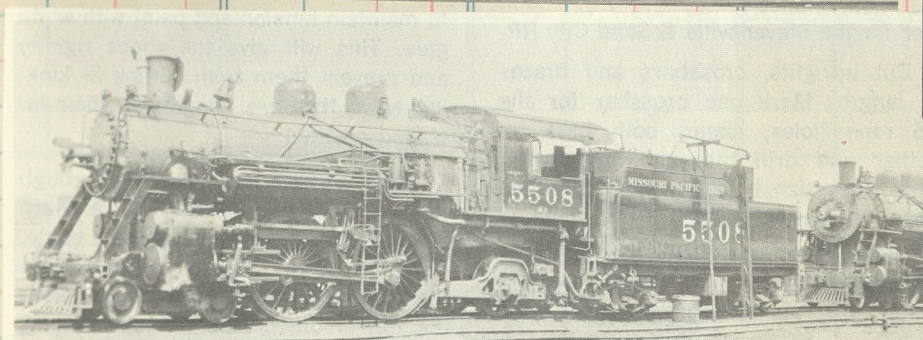
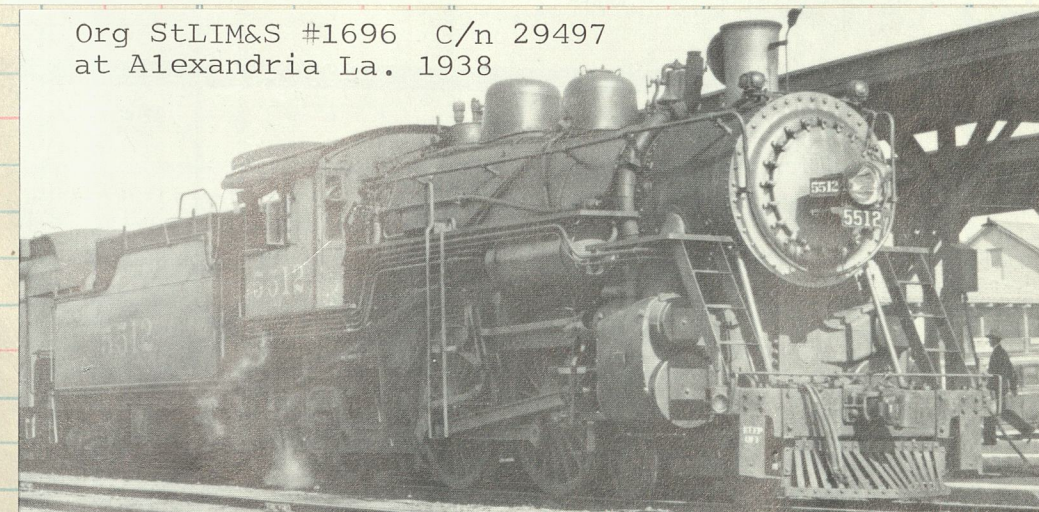


The 5525 departs Alexandria [La] with
authority in 1938 with nine cars of
Trn #101.



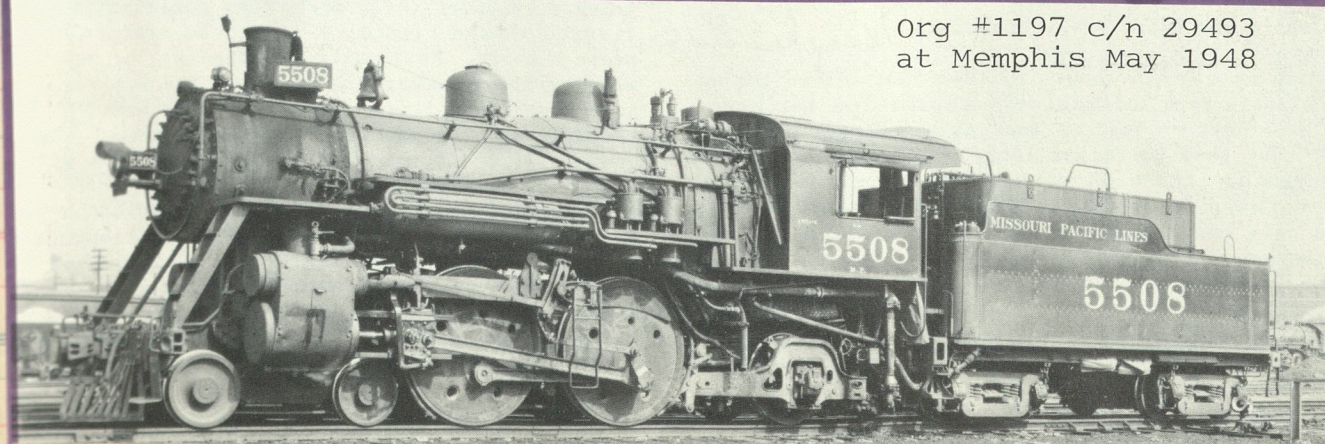
former #1191
c/n 29487

Org StLIM&S #1696 C/n 29497
at Alexandria La. 1938

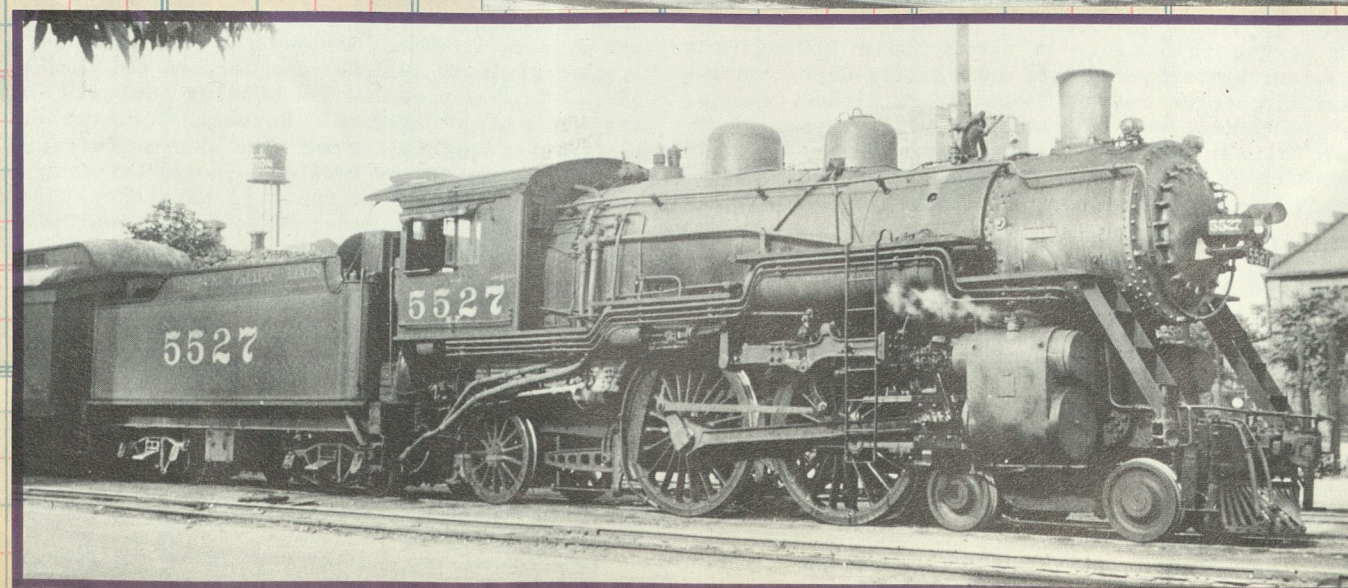


MP 5508 rests at Memphis, Tenn., in 1932. She has been modernized with a trailer
booster, Walschaerts valve gear, and burns oil. By 1940 she had received Scullin
disc drivers. By 1948 she was only a memory. Photograph by William Monypeny,

Org #1197 c/n 29493
at Memphis May 1948

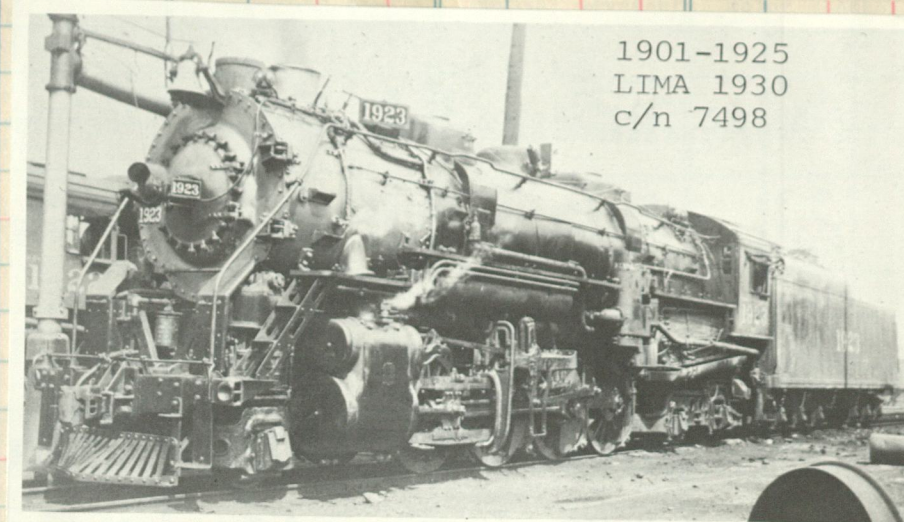
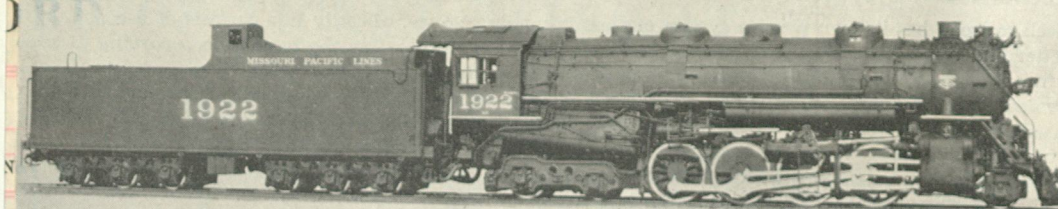


In December 1925 this speedster made a scorching run with 2nd #28
that was a roundhouse topic for months to come.





A Sedalia rebuild 4-8-4 # 2104 [former 2-8-4 #1903] charges west with timecard tonnage of #75 near Pacific, Mo.



ex 1914



By 1940 the twenty five 2-8-4's could not keep pace with the faster stride required in the movement of freight trains. In the two years 1940-42 all were rebuilt at Sedalia into 4-8-4's nosed 2101-2125 and proved to be just what the MoP needed for its fast freight plan.

FAST MAIL... 90 Years Ago

Among the many interesting episodes in the early history of the Missouri Pacific, first railroad built and operated west of the Mississippi River, was its connection with the famous Overland Mail route established to speed the transportation of mail between California and the East.

Prior to 1858, mail to California traveled by ship from New York or New Orleans to Panama. There it was carried across the isthmus and reloaded onto a Pacific coastal vessel that took it north to San Francisco. A letter thus mailed from St. Louis, for example, to San Francisco normally required from five to six weeks to reach its destination.

In response to the growing demand for speedier mail service, Congress in 1857 appropriated \$600,000 for the semi-weekly transport of mail and passengers to and from California. John Butterfield, the successful contractor, undertook to haul mail and travelers in horse-drawn Concord coaches between San Francisco and Tipton, Mo., a point 160 miles west

of St. Louis and then the western terminus of the Pacific Railroad of Missouri— forerunner of the Missouri Pacific Lines. Pacific Railroad trains were to carry the mail between Tipton and St. Louis. Butterfield's "rolling stock" included 100 coaches with motive power provided by 1,000 horses and 750 mules.

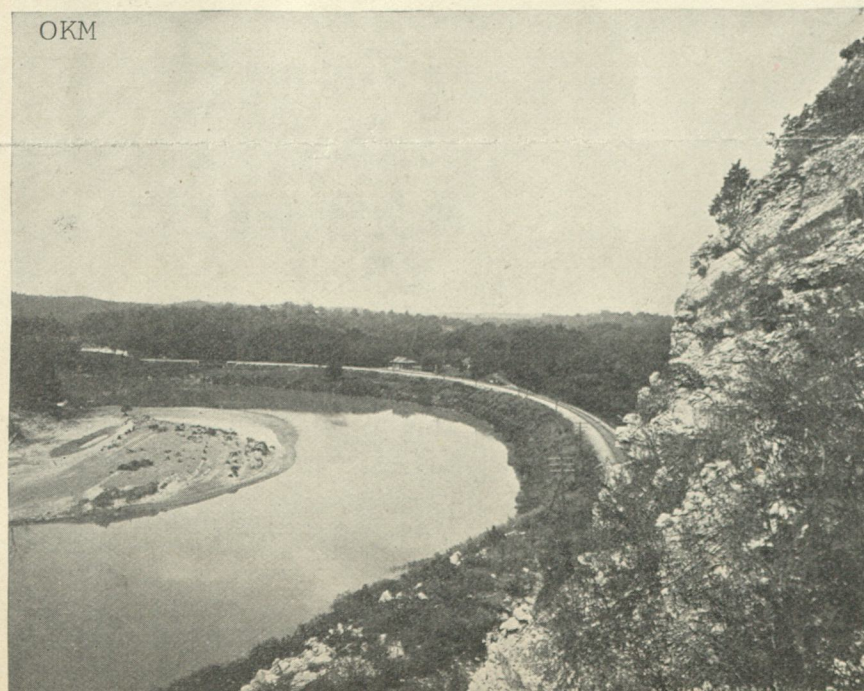
The first mail transported by the new system left San Francisco on Sept. 16, 1858. The mail coaches traveled in relays over a 2,800-mile route through Los Angeles, Yuma, Tucson, Ft. Smith to Tipton.

John Butterfield himself met the first consignment at Tipton and rode the train that carried it to St. Louis. After an enthusiastic reception at the railroad station in St. Louis the mail pouches were delivered to the post office on October 10, just 24 days, 20 hours and 35 minutes after they had left San Francisco. The best previous record for mail delivery from the Golden Gate to the Mississippi had been beaten by about 10 days.

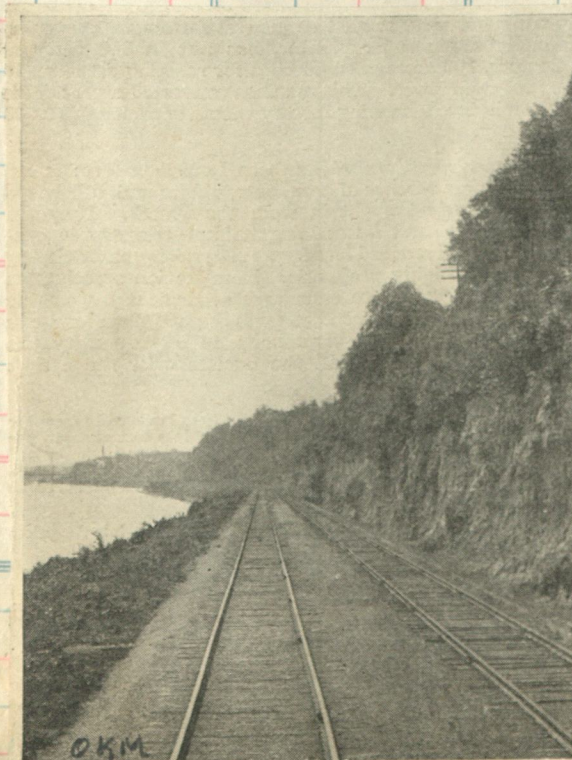


former #1915

TRAILING an auxiliary tank, 2123 brings block of eastbound reefers along at 30 mph near Eads, Colo., on September 1, 1947.



Glencoe Curve, 27 miles west of St. Louis, on the Missouri Pacific, on the way to Kansas City, Colorado and Pacific Coast



BETWEEN ST. LOUIS AND KANSAS CITY ON THE MISSOURI PACIFIC RAILWAY NEAR JEFFERSON CITY, MISSOURI

Schenectady 1920
9301-9305
c/n 61987



Gage.....	4 ft. 8½ in.	Tubes, Length.....	14 ft. 0 in.
Stroke.....	21 in. x 28 in.	Heating Surface, Tubes.....	1,149 sq. ft.
Steam Pressure.....	180 lbs.	Heating Surface, Firebox.....	145 sq. ft.
Diameter of Driven.....	51 in.	Heating Surface, Superheater.....	39 sq. ft.
Tractive Effort.....	39,100 lbs.	Grate Area.....	38 sq. ft.
Rigid Wheel Base.....	11 ft. 6 in.	Weight on Drivers.....	163,000 lbs.
Driving Wheel Base.....	11 ft. 6 in.	Weight, Engine and Tender.....	287,800 lbs.
Engine and Tender Wheel Base.....	43 ft. 10½ in.	Fuel.....	Soft coal

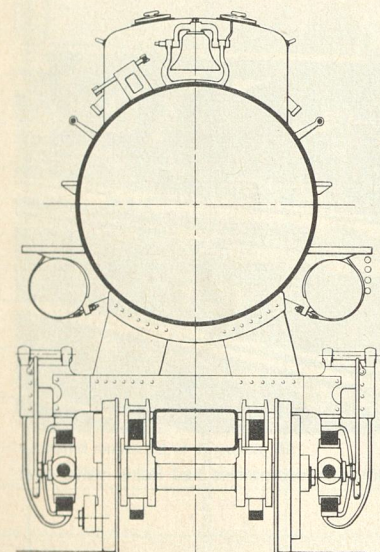
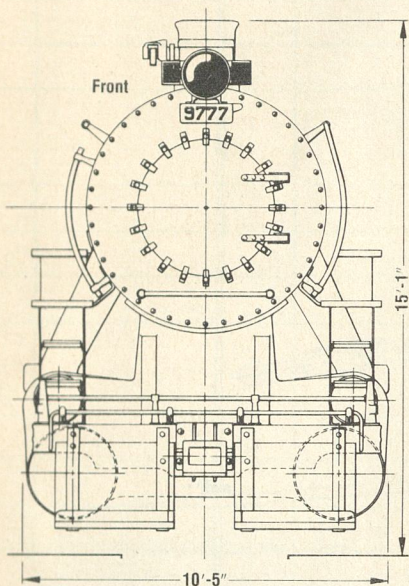
9406-9440
Baldwin 1906
c/n 29681

OKM

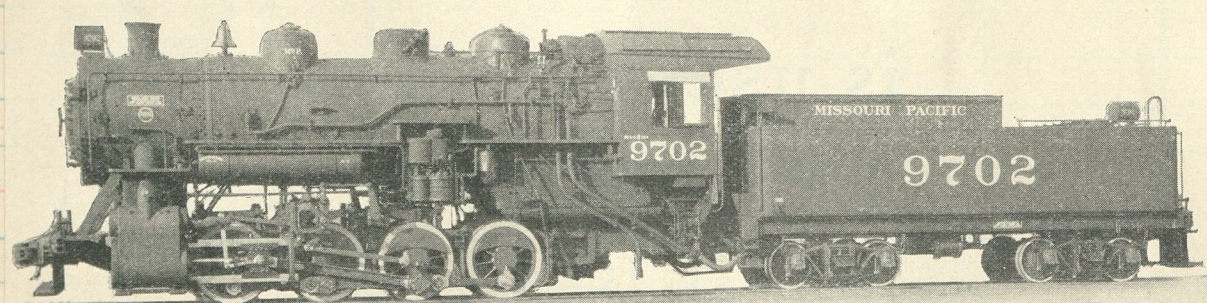
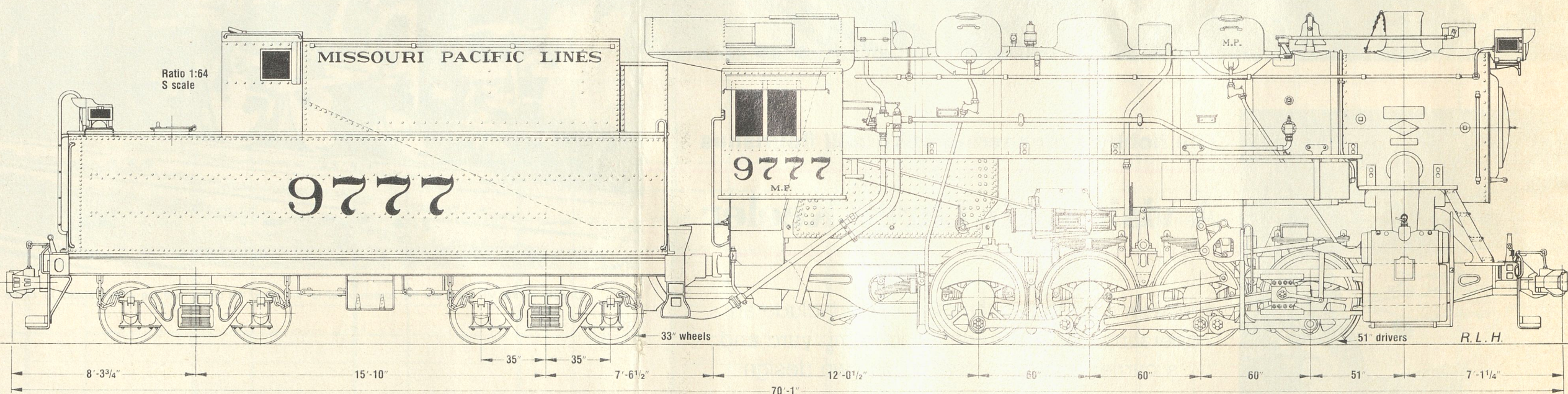
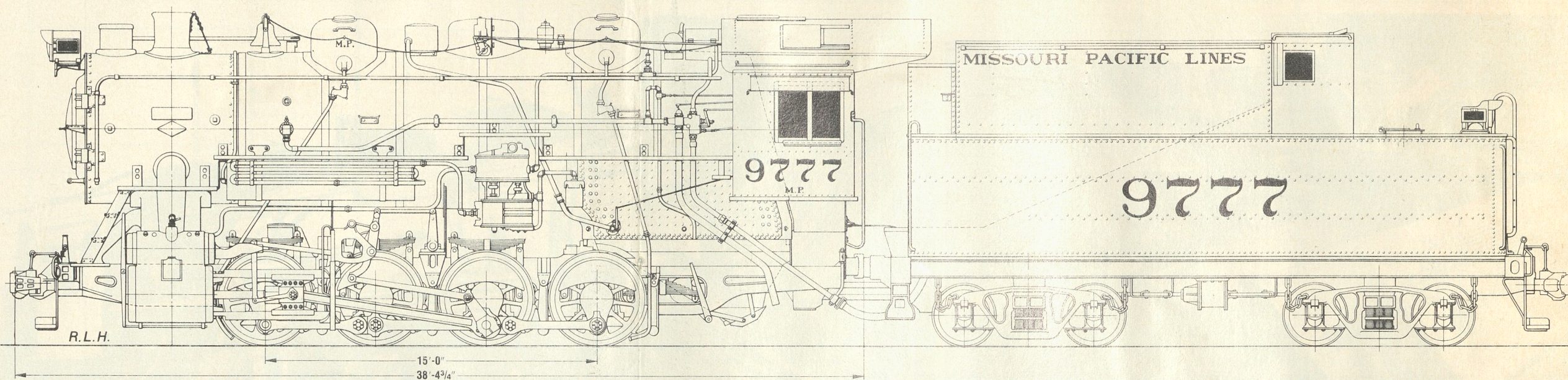
CUT HERE
.....
To Make
Short Sheet

159

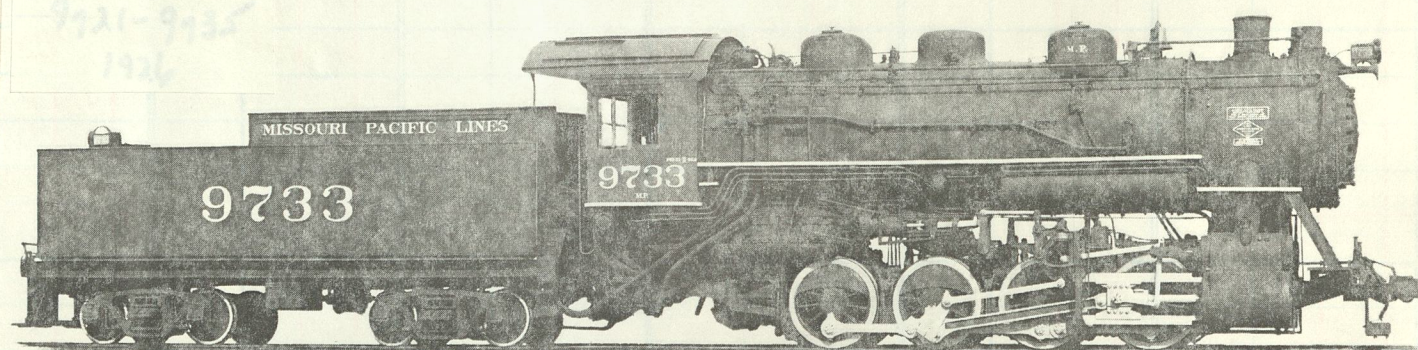
Account	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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Section at crosshead guide voke

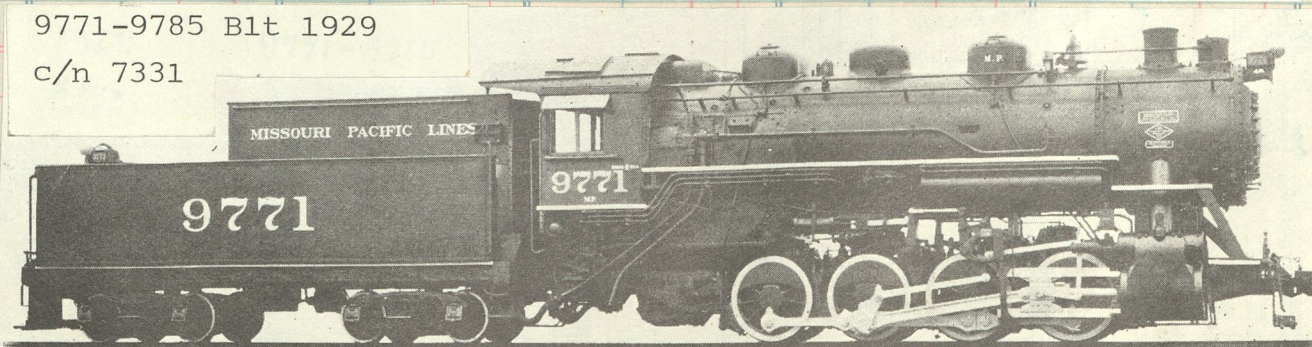


Baldwin 1924

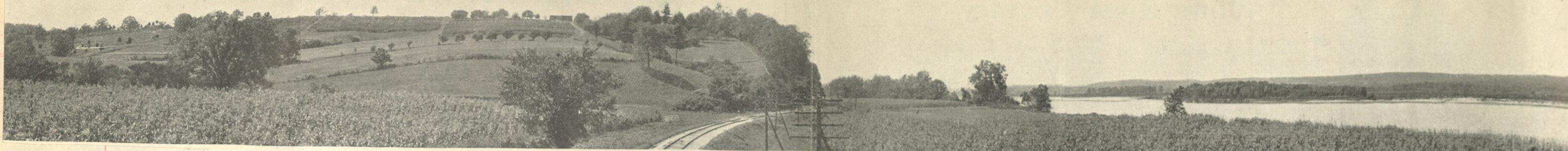


LIMA 1926

c/n 7331



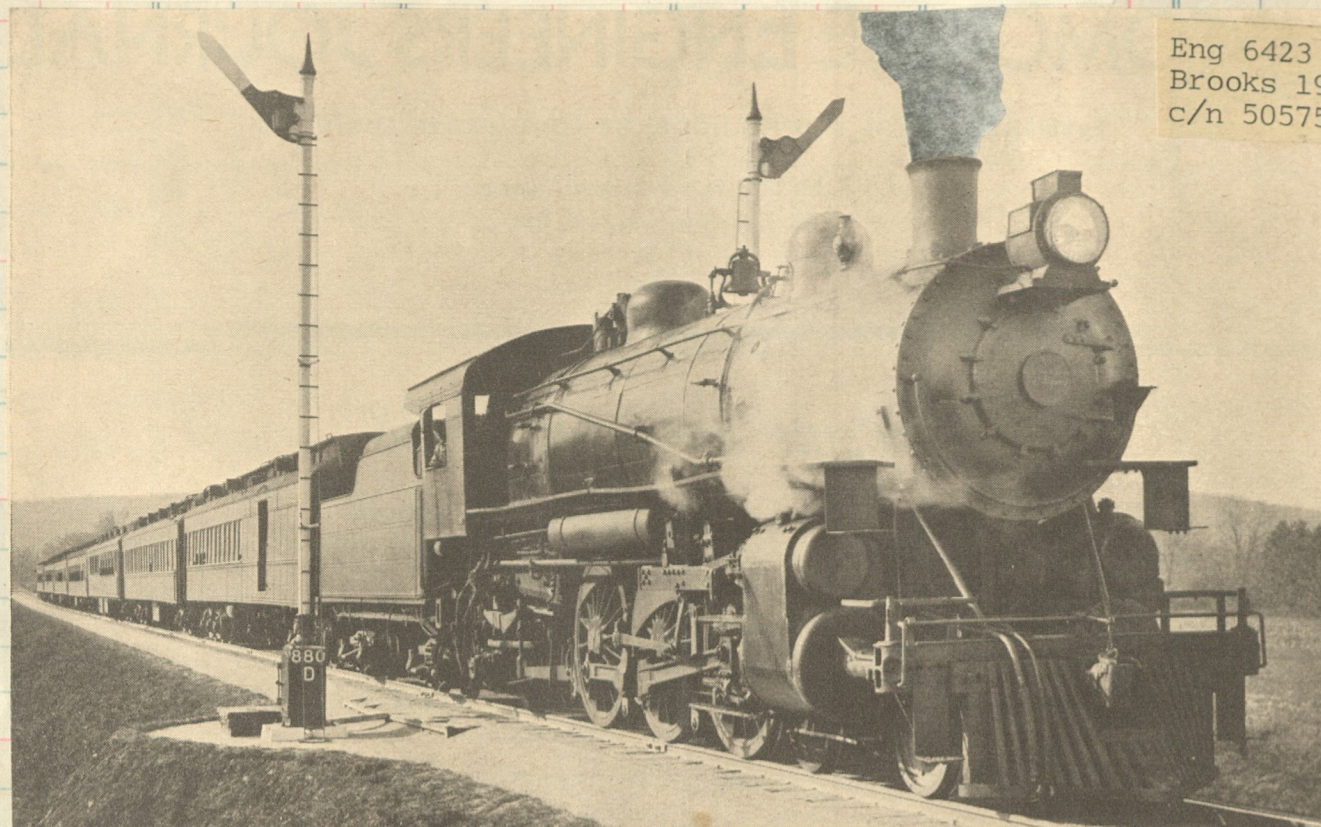
Cylinders, diameter and stroke	25 in. x 28 in.	Total engine and tender wheel base	53 ft. 4 in.
Tractive force	57,750 sq. ft.	Fuel	Soft coal
Cylinder horsepower (Cole)	2,230 hp.	Grate area	47 sq. ft.
Drivers, diameter	51 in.	Steam pressure	198 lb.
Weight on drivers	232,000 lb.	Evaporative heating surface	2,614 sq. ft.
Weight of tender	161,300 lb.	Superheating surface	608 sq. ft.
Driving wheel base	15 ft. 0 in.	Tender capacity	9,000 gal.—10 tons



A panoramic view showing river, rail and rural landscape on the Missouri Pacific--75 miles west from St. Louis--the first link in the new through scenic route between St. Louis, Kansas City and the Pacific Coast--The Wonderway to Wonderland.

No longer may we enjoy the experience of such a scene for the grand traditions of railroading have passed on.....forever!

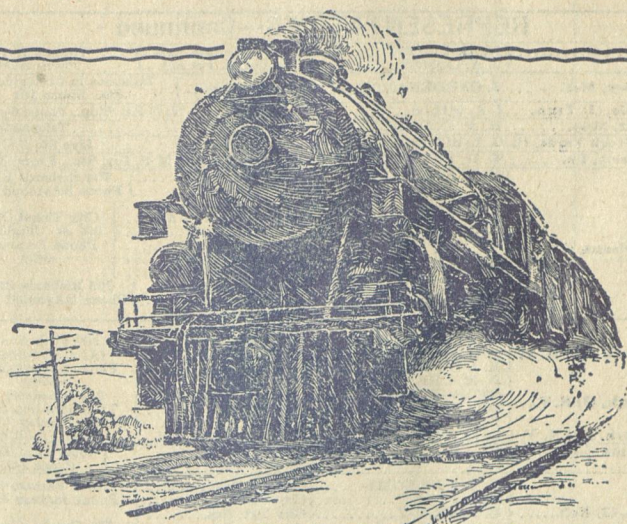
A faithful servant of "A Service Institution", Mike 1555, heads an extra of perishable tonnage. Built by Schenectady in 1925, c/n 66248



Eng 6423
Brooks 1912
c/n 50575

Announced as its premier train, the "SUNSHINE SPECIAL" made initial trip December 5, 1915, and this photo made in spring of 1916 was used as illustration for several years by the Passenger Department.

The **SUNSHINE** **SPECIAL**



NOW PROVIDES THROUGH TRAIN SERVICE

Between

TEXAS-NEW YORK-WASHINGTON

And Intermediate Cities Including

INDIANAPOLIS, CINCINNATI, COLUMBUS, CLEVELAND,
BUFFALO, PITTSBURGH, BALTIMORE, PHILADELPHIA

Via Missouri Pacific Lines
Baltimore & Ohio — Chesapeake & Ohio
New York Central — Pennsylvania

SUNSHINE SPECIAL service, famous throughout the Southwest for speed, convenience and comfort, now extends beyond the St. Louis Gateway all the way to New York, Washington and principal intermediate cities. Every day this popular Missouri Pacific train provides fast, through service to the East, offering a choice of the leading rail routes east of St. Louis. You have a choice of accommodations too—comfortable reclining chairs and modern sleepers—and there is no change of trains enroute. Step aboard The Sunshine Special and ride in air-conditioned comfort all the way through to your eastern destination.

*Through Sleeping Cars Between Mexico City and New York

"A Service Institution"

**MISSOURI
PACIFIC
LINES**



William Harnden Foster
[1926]

DENVER & RIO GRANDE



161

The Narrow Gauge

THE ONCE-PROUD NARROW GAUGE

Behold the tiny engine
With a mighty diamond stack,
Breathing smoke and fire
As it puffs along the track,
Pulling little coaches
As they rock and creak and strain,
Each one a proud component
Of a busy little train.

Chugging 'round the corners,
Through cuts and great divides,
Over fills and bridges
The snorting engine rides.
With screech of haughty whistle
And the ring of clanging bell
She calls to all in hearing
From each wooded hill and dell.

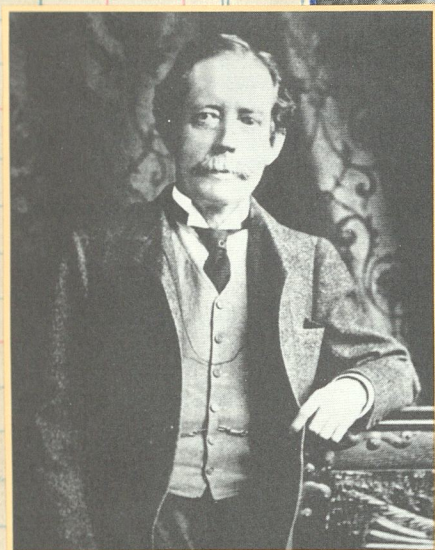
Passing roadside boulders
And tall, majestic pines,
Through farmer's fields of glowing
green
The tiny railroad winds,
Past clumps of pungent sagebrush
Rolls the little queen of steam
As she labors up the canyon
Of some bounding mountain
stream.

Now she huffs along the rails,
This churning little lass,
With domes and bell and steam chests,
All bound in gleaming brass.
She puffs with every ounce of steam
Within her tiny heart,
Upon a rugged roadbed
With its rails three feet apart.

But the little railroad's left us now,
Without a rail or spike,
And most the ties have crumbled
Along the iron pike;
It lived within the glories
Of a slowly fading age,
And gone but not forgotten
Is the once-proud narrow gauge.

C. H. H.

The Spirit of Colorado Railroading



This stalwart old veteran moved many a train over the mountains for the Rio Grande. One of thirty eight sure footed 2-8-0's delivered by Baldwin in 1882 [c/n 6030] and shown here at Gunnison in Sept 1951. She remained in service over seventy years, being retired in 1953 and is now on static display at Montrose.



Black Canon and the Curretanti Needle

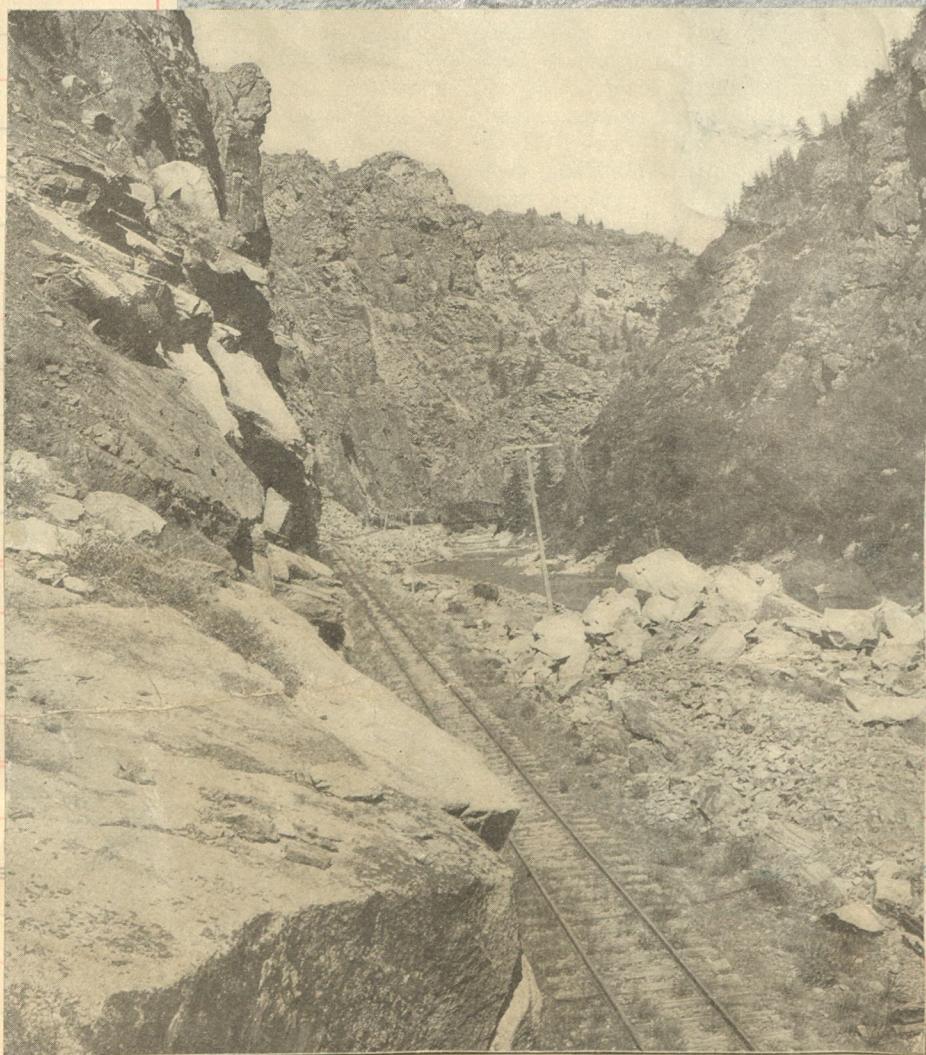
162



westbound
Engine 361 gets under way with an eastbound freight at Cimarron on June 29, 1939 at 3:19 P.M.
Built as the Crystal River #102 by Baldwin, c/n 17717, in 1900. Went to the D&RG in 1916 and noed 431. Then as D&RGW #361, retired in 1951.



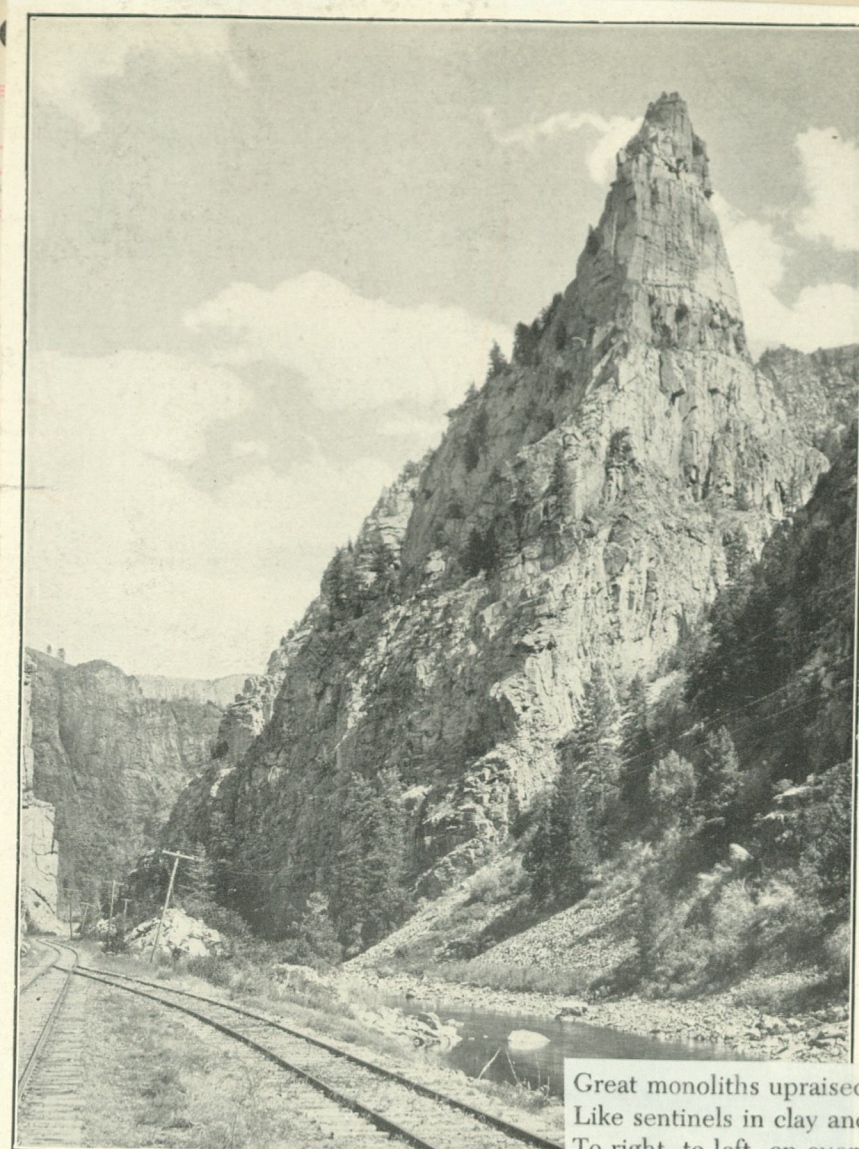
Westbound Trn #315 at Cimarron.
The 346, class C-19 2-8-0, came from Baldwin in 1881 as "Cumbres" noed 406. [c/n 5712] Sold to the Montezuma Lbr Co 1947. R.W.Richardson purchased her in 1950 and now in the Colo. R.R. Museum.



BLACK CANON, COLORADO-D. & R. G. RY.



SAPINERO ON GUNNISON RIVER - HIGHWAY U.S. 50, COLO.



CURECANTI NEEDLE.

The most striking object in Black Canyon is Curecanti Needle, a pyramid of granite 800 or 900 feet high, standing at the mouth of Blue Creek. Photograph furnished by the Denver & Rio Grande Western Railroad.



#404 relaxes between helper assignments at Sargent in 1902. Blt by Baldwin as the "Sevier" in 1881 c/n 5630



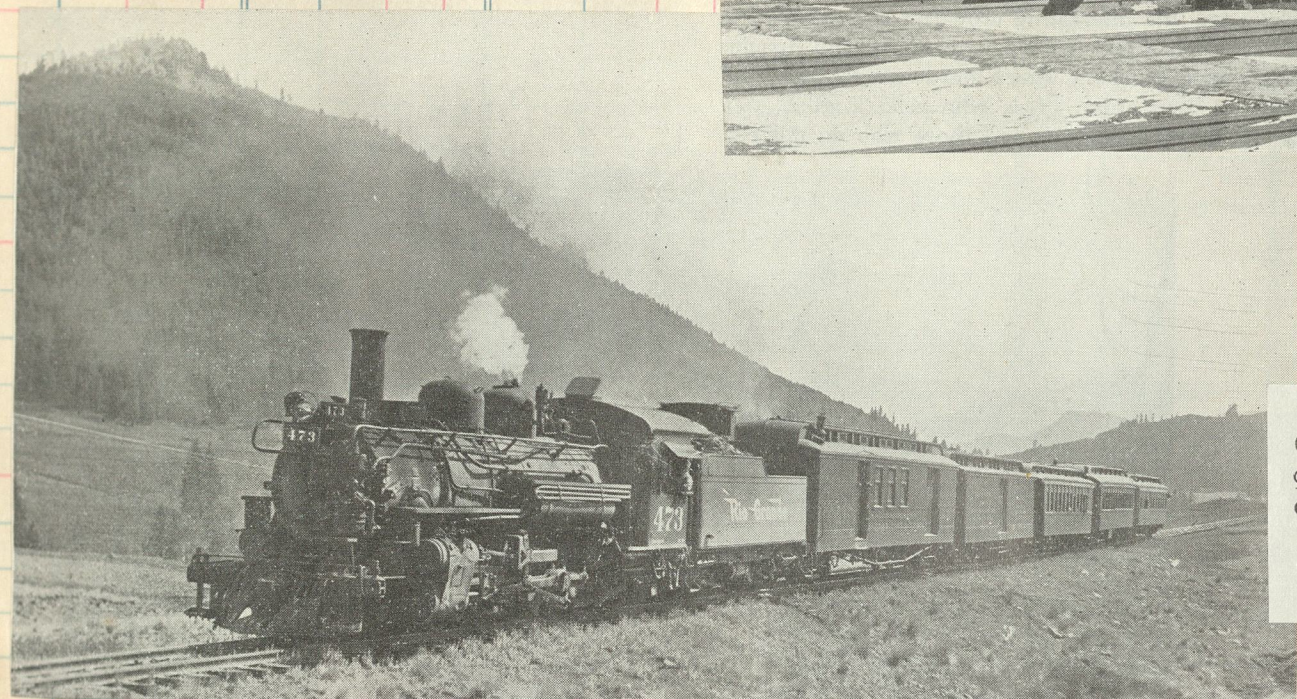
UPPER PART OF BLACK CANYON.

The rough granite walls are about a thousand feet high. The beautiful stream of clear, sparkling water tempts the traveler to stop and try his luck at casting a fly. Photograph furnished by the Denver & Rio Grande Western Railroad.

[illegible]

From Alamosa to Durango is an all-day outing, but it is one of the most interesting trips offered by a railroad. As the train passes between the mountain and desert stations the people of the land seem to appear out of nothing where only wasteland stood a moment before. Settlers live far apart and the train is their only regular connection with the outer world.

The last daily scheduled narrow gauge passenger train to operate in the United States



On the 4%
grade west
of Cumbres



Lucius Beebe

OVER THE CUMBRES IN NARROW-GAGE LUXURY

The Denver & Rio Grande Western's San Juan on the daily run between Durango and Alamosa in southwestern Colorado is the only narrow-gauge main line train with luxury equipment operating today in the United States. Its two minuscule lounge-observation-buffet cars, the Alamosa and Durango, are miniatures of conventional old-time Pullman parlor cars, complete with tiny kitchen, dining compartment, and railed-in sightseeing platform. Its schedule covers the two hundred miles between terminals entirely by daylight in each direction and it frequently crosses and recrosses the Colorado-New Mexico boundary and passes over the spectacular 10,000-foot Cumbres Pass in the San Juan Mountains as well as through the Toltec Gorge. Railroad amateurs as well as admirers of emphatically suburban scenery swear no railroad trip in the world equals its satisfactions and excitements.

The 473 &
476 still
in service
on the Dur-
ango &
Silverton

THE NEW YORK CENTRAL RAILROAD COMPANY
Passenger Traffic Department

FEB 15 1951

New York, N. Y., February 15, 1952

TEMPORARY CIRCULAR NO. 101

SUBJECT: DISCONTINUANCE OF PASSENGER TRAIN SERVICE ON:
Southern Railway between Salisbury, N.C. and Barber, N.C., and
between Barber, N.C., and Charlotte, N.C.
Denver & Rio Grande Western R.R., between Alamosa and Durango, Colo

TO: TICKET AGENTS, BAGGAGE AGENTS, PASSENGER REPRESENTATIVES AND OTHERS
INTERESTED.

The Southern Railway has discontinued all passenger train service between Salisbury, N.C., and Barber, N.C., and between Barber, N.C., and Charlotte, N.C., affecting the following stations:

- | | |
|--------------------|--------------------|
| Derita, N.C. | Davidson, N.C. |
| Croft, N.C. | Mount Mourne, N.C. |
| Joplar, N.C. | Mooresville, N.C. |
| Huntersville, N.C. | Mazepa, N.C. |
| Caldwell, N.C. | Mount Ulla, N.C. |
| Cornelius, N.C. | Bear Poplar, N.C. |

The D&RGW Railroad has discontinued operation of daily narrow-gauge passenger service between Alamosa, Colorado and Durango, Colorado affecting the following stations:

- | | | |
|---------------------|--------------------|-------------------|
| Henry, Colo. | Cresco, N.M. | Gato, Colo. |
| Estrella, Colo. | Labato, N.M. | Carracas, Colo. |
| La Jara, Colo. | Chama, N.M. | Arboles, Colo. |
| Bontiful, Colo. | Willow Creek, N.M. | Darlington, Colo. |
| Rcmeo, Colo. | Azotea, N.M. | Allison, Colo. |
| Antonito, Colo. | Bigg's Spur, N.M. | Tiffany, Colo. |
| Lava, N.M. | Monero, N.M. | LaBoca, Colo. |
| Big Horn, N.M. | Amargo, N.M. | Ignacio, Colo. |
| Sublette, N.M. | Lumberton, N.M. | Oxford, Colo. |
| Toltec, N.M. | Dulce, N.M. | Florida, Colo. |
| Toltec Gorge, Colo. | Navajo, N.M. | Falfa, Colo. |
| Osier, Colo. | Pound, N.M. | Bocea, Colo. |
| Los Finos, Colo. | Juanita, Colo. | Durango, Colo. |
| Cumbres, Colo. | | |

Agents will therefore immediately discontinue the sale of tickets and checking of baggage to or via points located on these discontinued lines.

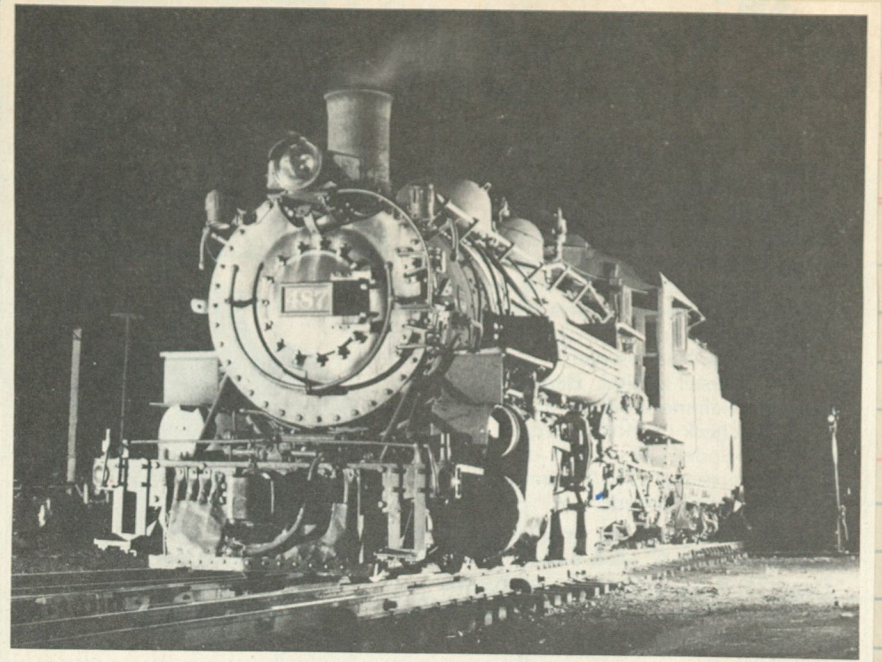
When tariffs are supplemented or reissued, fares published to any of the above-mentioned points will be eliminated therefrom and at such time this circular may be discarded.

Please be governed accordingly.

Issued by:
H. G. GILLIS
General Passenger Agent

164

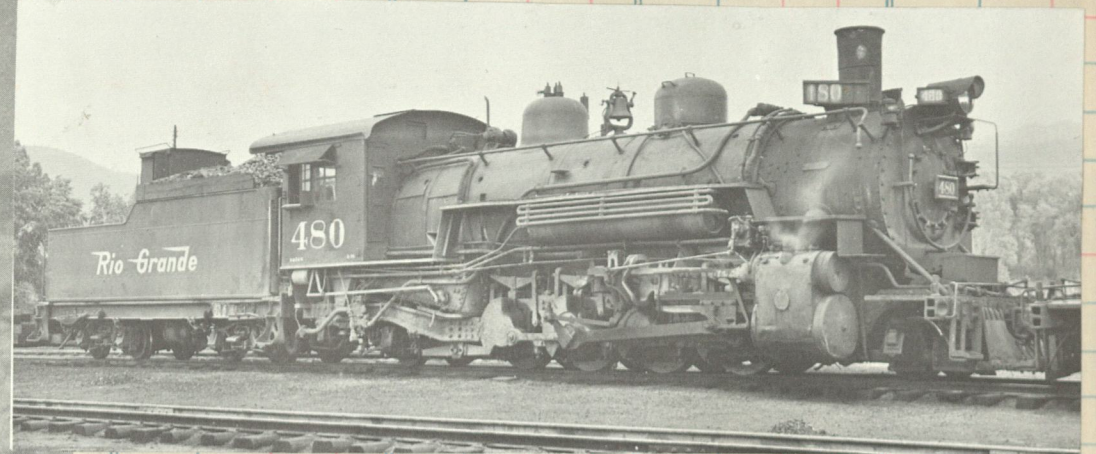
Los
Pinos



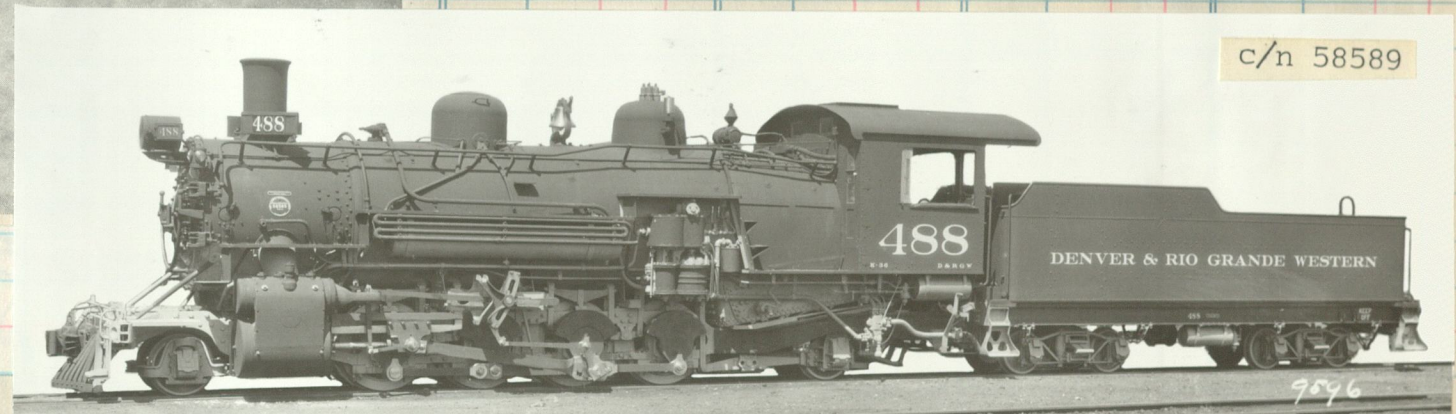
Sold Amount



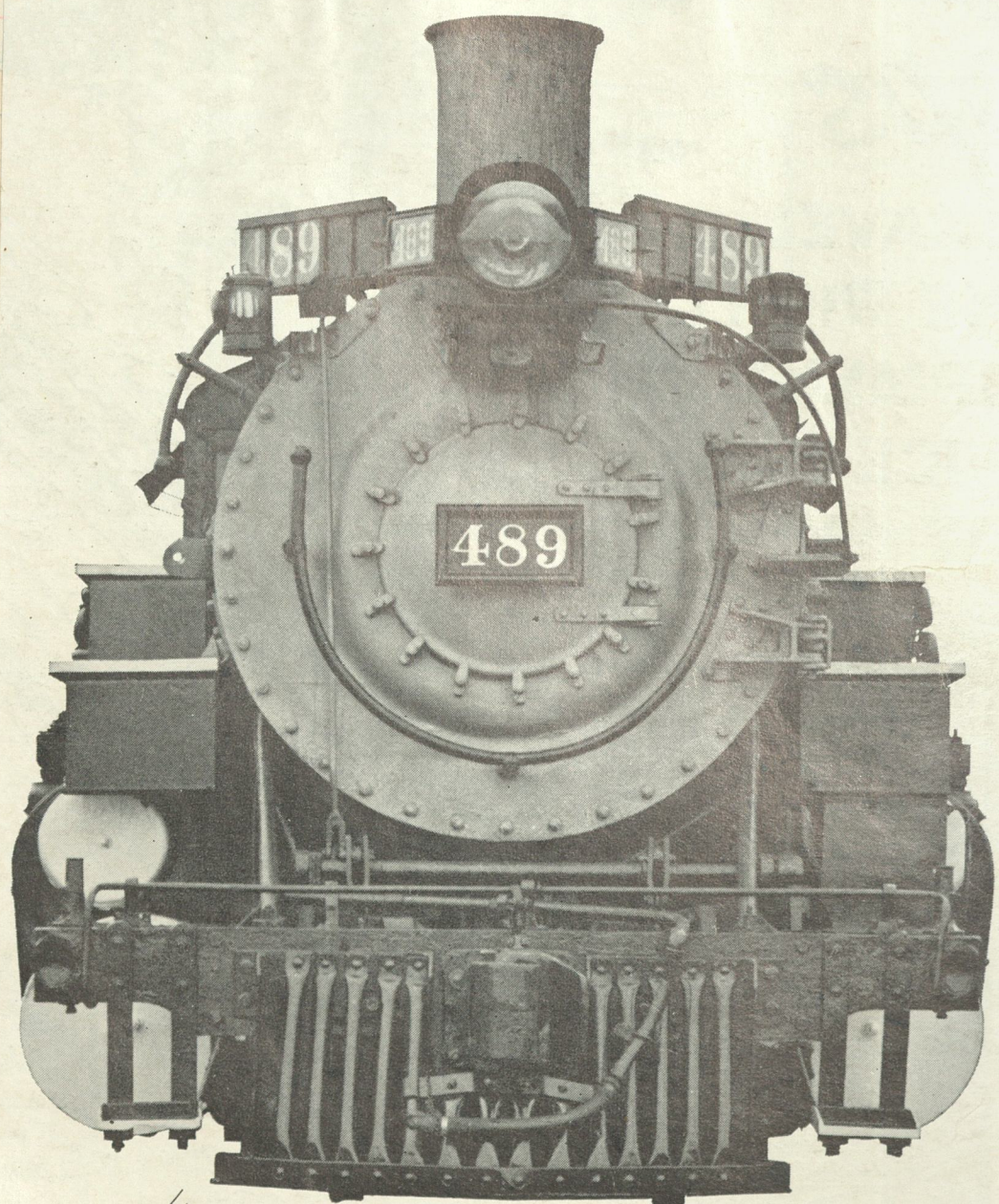
Extra 485 east charging toward Cumbres summit



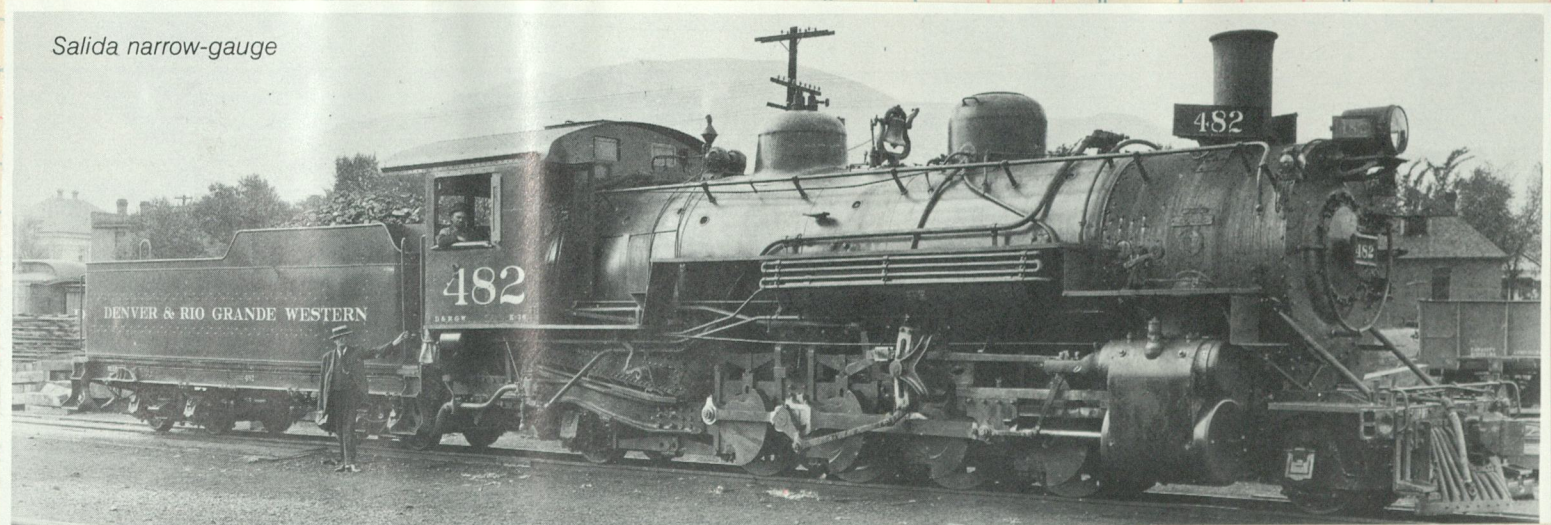
The last order from a builder for new engines was the K-36 class delivered by Baldwin in 1925. Ten engines numbered 480-489, all remain in service except the 485 and 486.



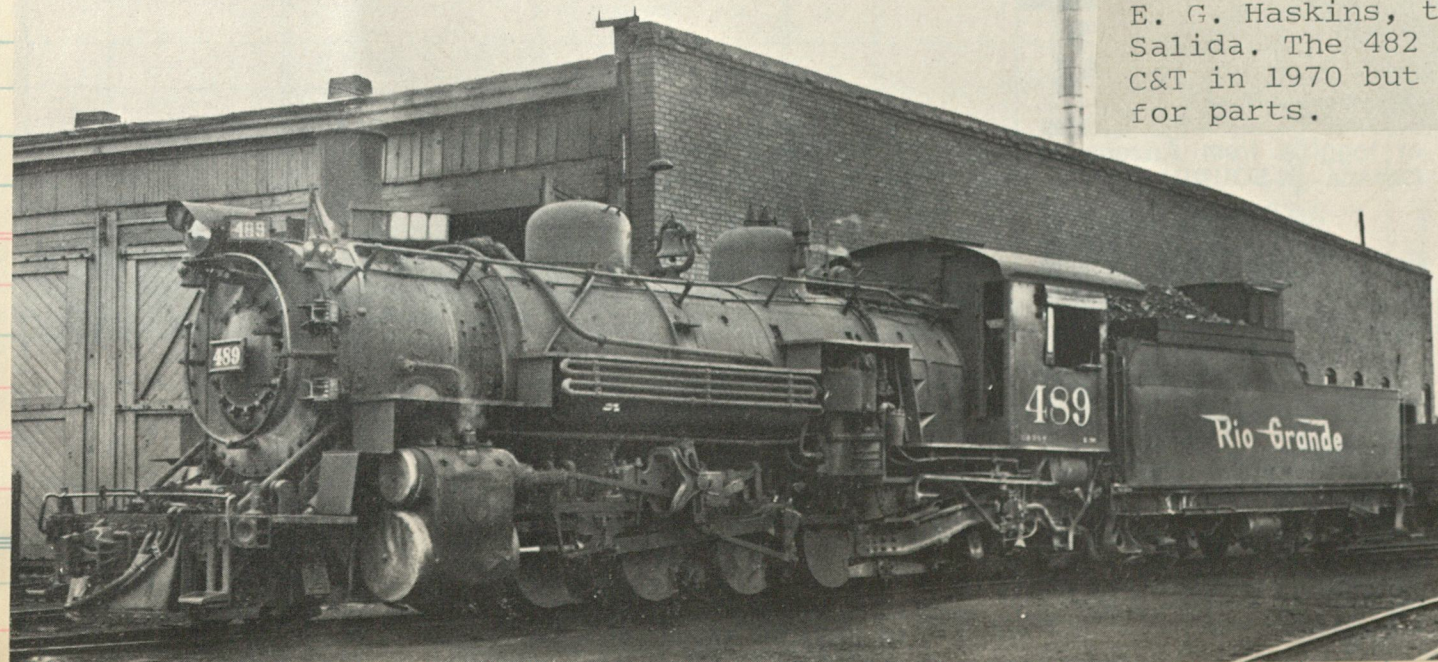
c/n 58589



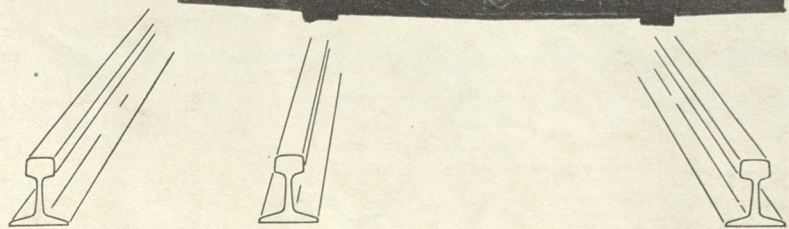
Salida narrow-gauge



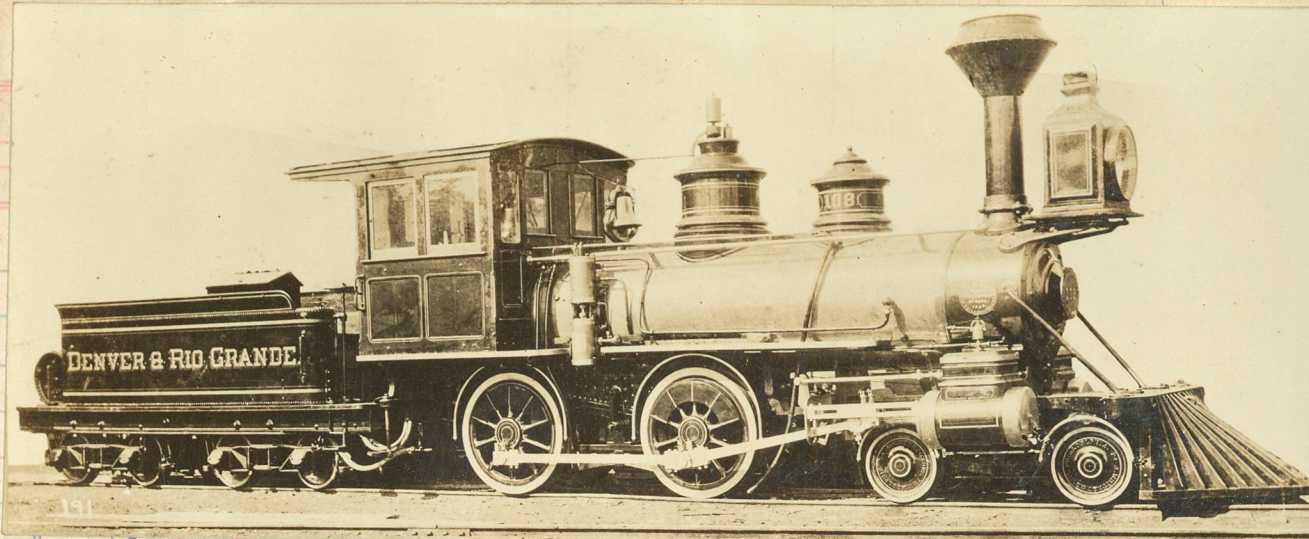
The proud gentleman standing at foot of the gangway is Mr. E. G. Haskins, the M.M. at Salida. The 482 went to the C&T in 1970 but cannibalized for parts.



The 482, 487, 488 & 489 are still in active service on the Cumbres & Toltec. The 480 is working on the Durango & Silverton.

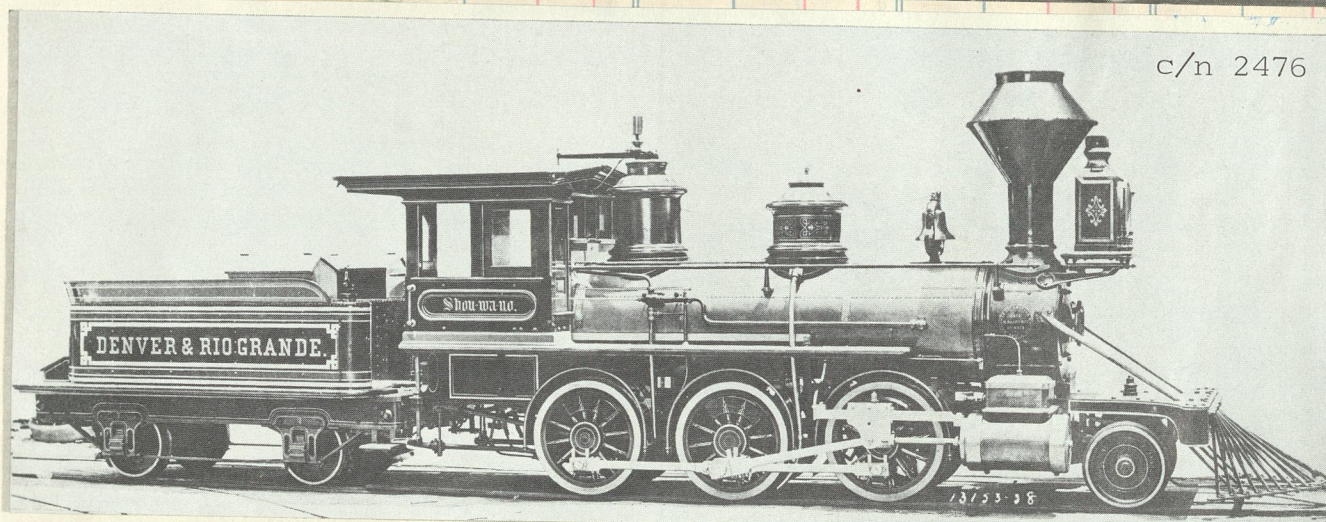


Class No. Sold Amount



The last group of n.g. Eight wheelers was three, 107-109, built by Baldwin in 1883. The 108 had c/n 6632 and was sold in 1886 to R.G.W.

The "Montezuma" the initial engine for the new 3 foot gauge D. & R.G. Blt by Baldwin in 1871 c/n 2459.



c/n 2476

DENVER & RIO GRANDE RAILROAD acquired five Mogul type locomotives built by Baldwin in 1871 for freight service on the new narrow gauge line. These engines were D. & R. G. No. 2, named TABI-WACHI, No. 3, the SHOU-WA-NO, (shown here), No. 5, the OURAY, No. 8, the ARKANSAS, and No. 9, the HUERFANO; three of these engines were later rebuilt to 0-6-0 types. Trained by 4-wheeled tenders, the Moguls had ornate wooden cabs, diamond stacks, and fancy paint jobs. Water was supplied to their boilers by a crosshead pump on the left side and an injector on the right, which can be noted in this photo of the SHOU-WA-NO. Their specifications included 11 x 16 inch cylinders, 36 inch drivers, and a total weight of 36,000 pounds, 29,000 pounds of which was carried on the mudguard-covered driving wheels.

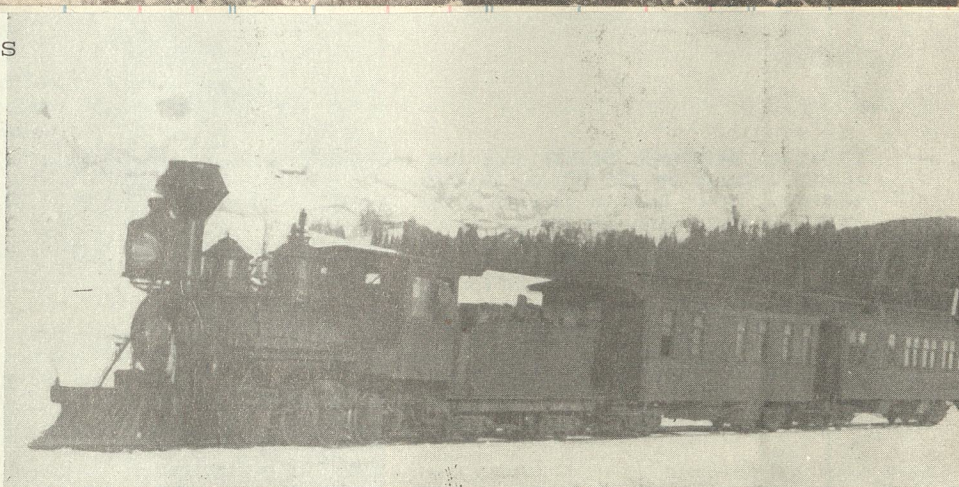


This photograph of a double-header on top of La Veta Pass was taken about 1890 by William Henry Jackson, one of America's greatest pioneer photographers. La Veta Pass was the route chosen by William J. Palmer when riflemen hired by the rival Santa Fe prevented him from building his young railroad through the more convenient Raton Pass. Near Ojo

One of 19 Class C-16 2-8-0's sold to the RGS in 1890-91

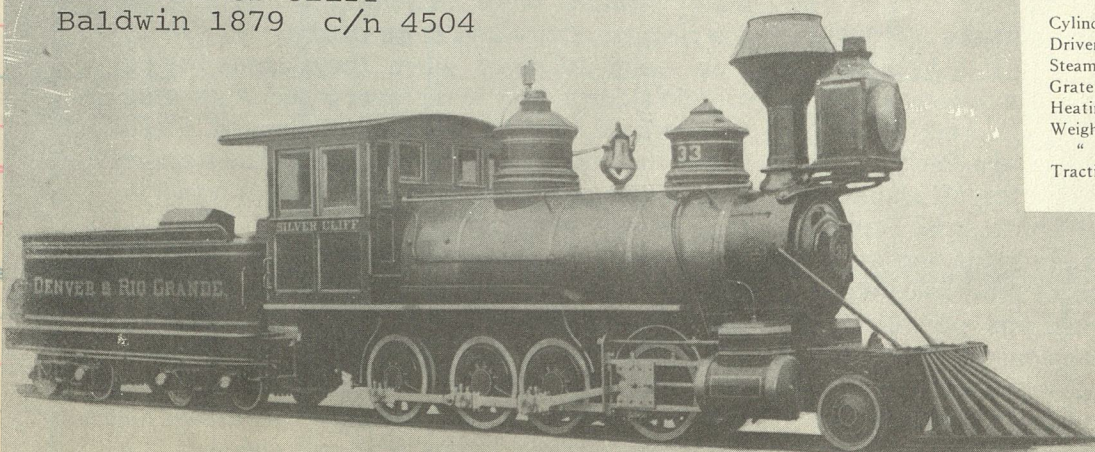
RIO GRANDE SOUTHERN's No. 9, a Baldwin Consolidation, is shown here in the Colorado mountains. She was built in 1881, Shop No. 5800, as No. 249 of the Denver & Rio Grande.
(Collection of Dr. S. R. Wood)

184



The 271 was part of an order for forty 2-8-0's forwarded by Baldwin in 1882. Reported as leased to the Pagosa Lumber co for use on its Rio Grande, Pagosa Springs & Northern. Last owner was the Montezuma Lumber Co who retired her in 1947!!
c/n 6012

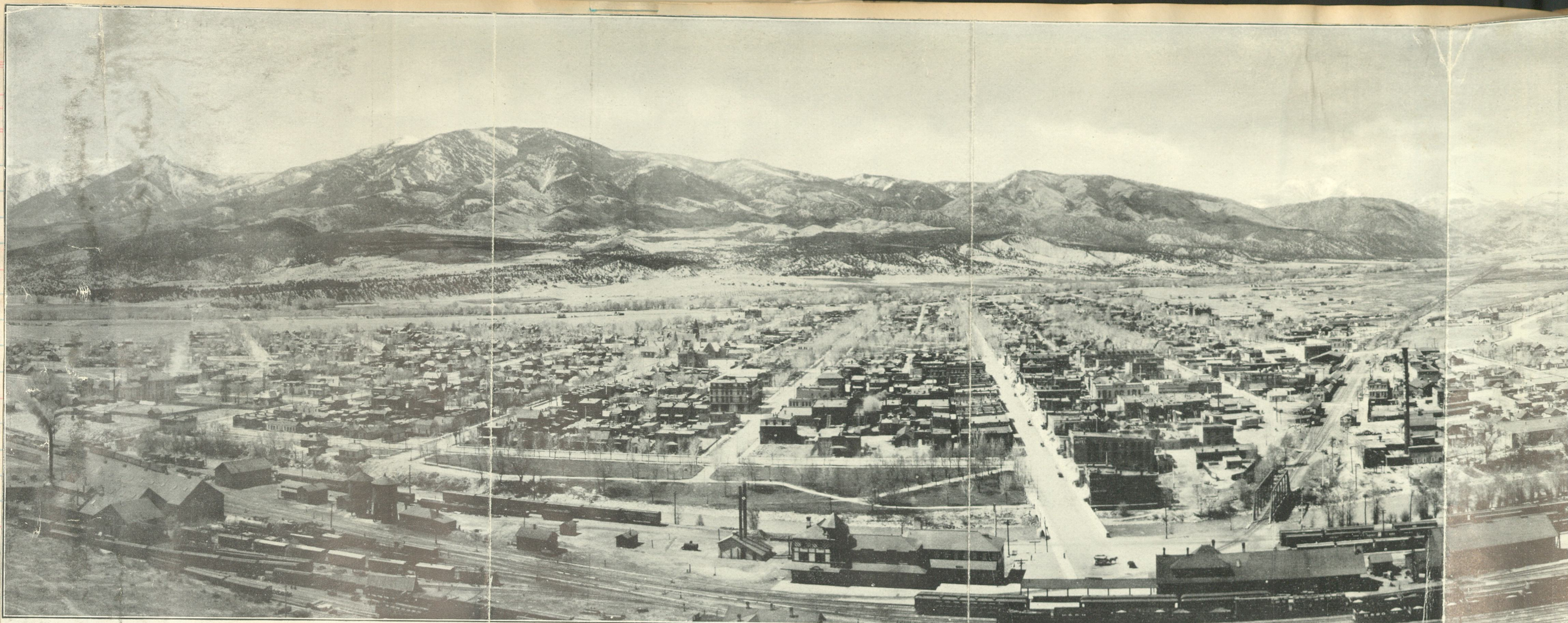
#33 "Silver Cliff"
Baldwin 1879 c/n 4504



Cylinders	15" x 18"
Drivers, diam.	36"
Steam pressure	130 lb.
Grate area	14 sq. ft.
Heating surface	822 sq. ft.
Weight on drivers	47,400 lb.
" total engine	53,300 lb.
Tractive force	12,400 lb.



Black Canyon Grandeur -- Fogg



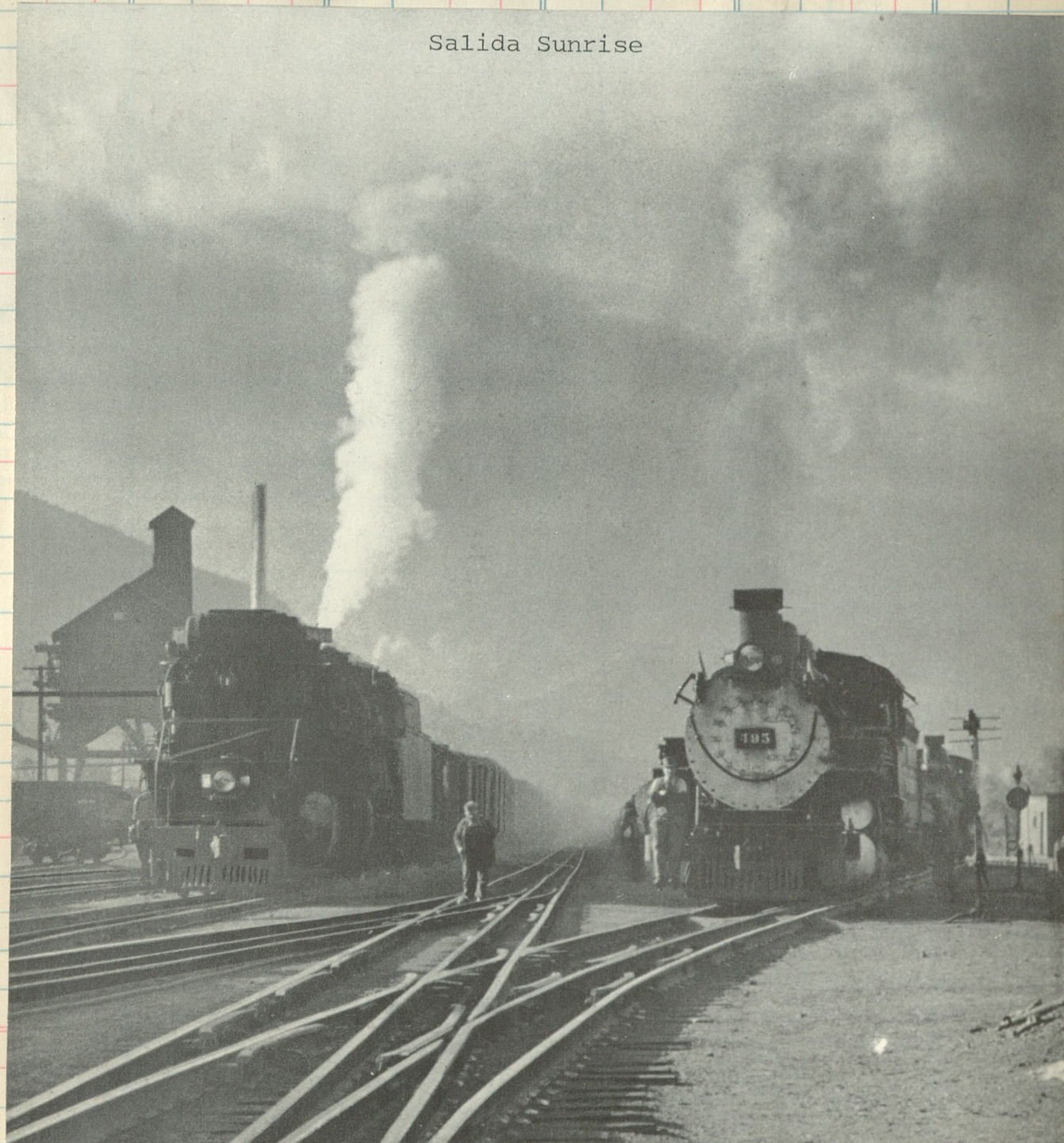
SALIDA AND THE VALLEY OF THE ARKANSAS.

From the hill across the river the town of Salida and the neighboring parts of the valley are spread out as on a map. Hunts Peak, marking the north end of Mount Ouray, the south end of the Collegiate Range, is near the middle of the picture. Mount Chipeta shows to the right of Ouray, and Mount Shavano line over Marshall Pass crosses the bridge in the foreground and ascends the canyon in front of Mount Ouray. Photograph by Henry R. Hay, Salida.

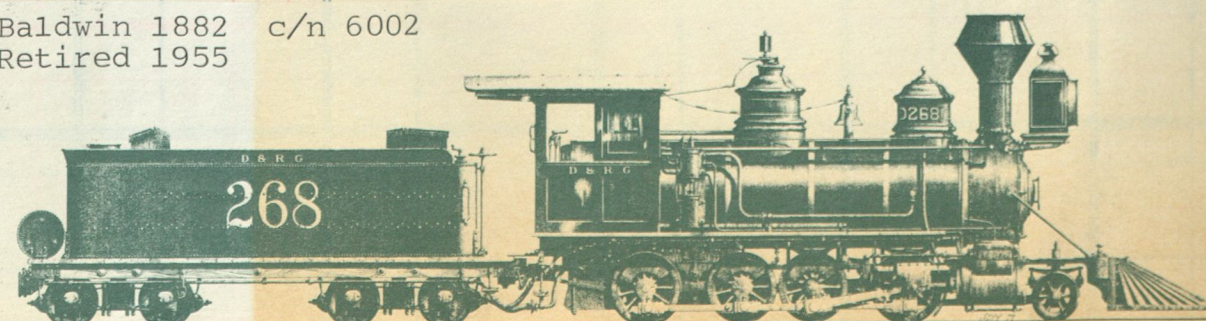
The stables at Salida c 1905



Salida Sunrise



Baldwin 1882 c/n 6002
Retired 1955





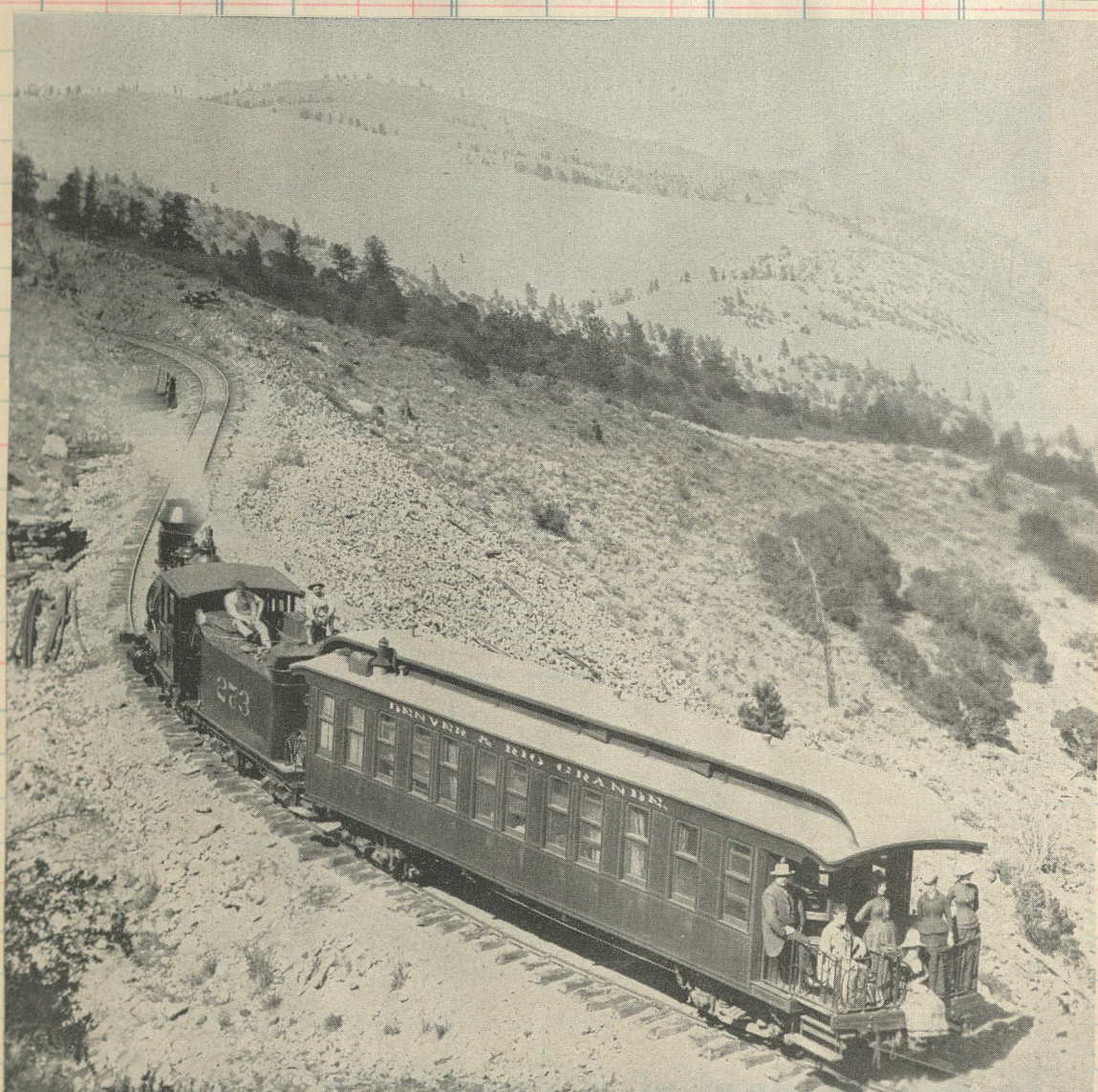
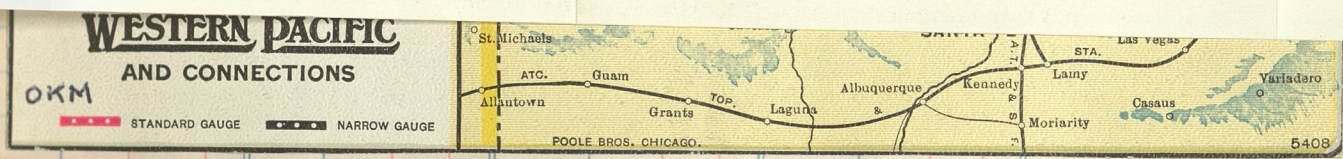
the Sangre de Cristo Mountains, is on the left, and at the extreme right of the picture. The narrow-gage

80697-22. (Face p. 90.)



MARSHALL PASS, COLORADO

O K M

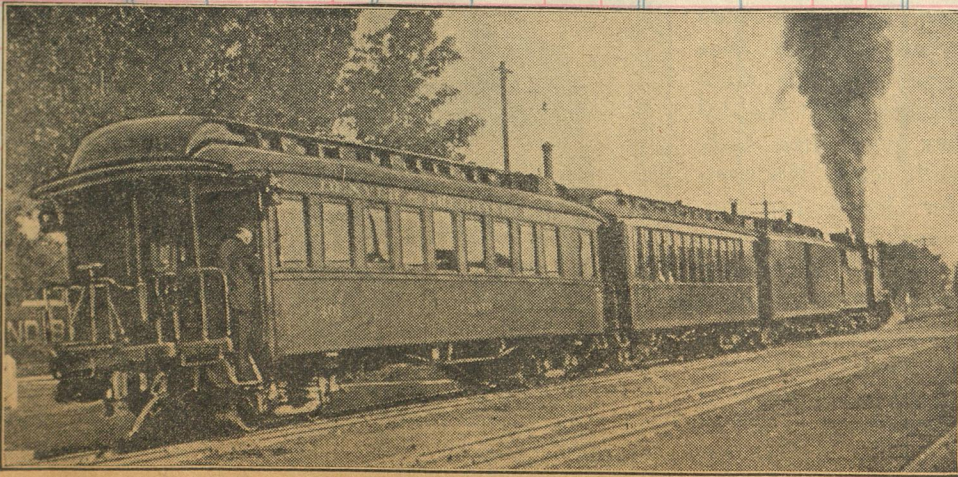


4. MARSHALL PASS. Elv 10,858' View from the hills on the south. This pass was discovered in 1873 by Lieut. William L. Marshall. Its striking feature is the lack of the ruggedness that characterizes many of the other passes through the Rocky Mountains. Photograph by Whitman Cross.



MARSHALL PASS-D. & R. G. RY.

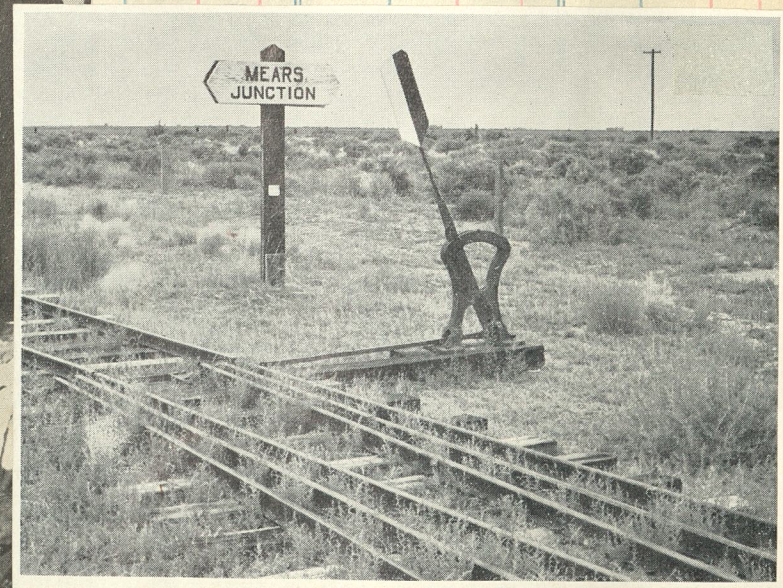
OKM



The Last Narrow-Gage Passenger Train from Montrose to Gunnison, in 1934

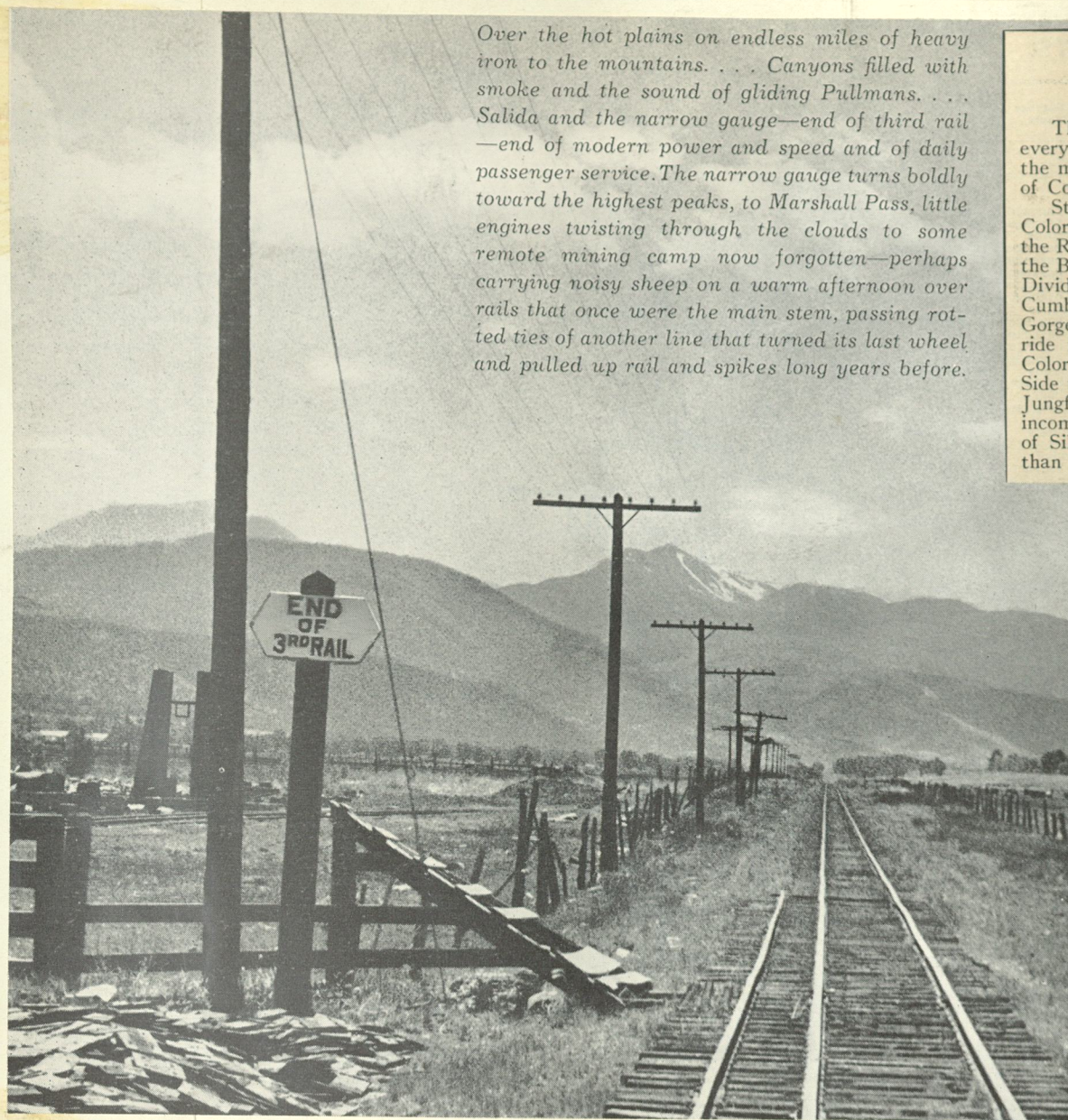
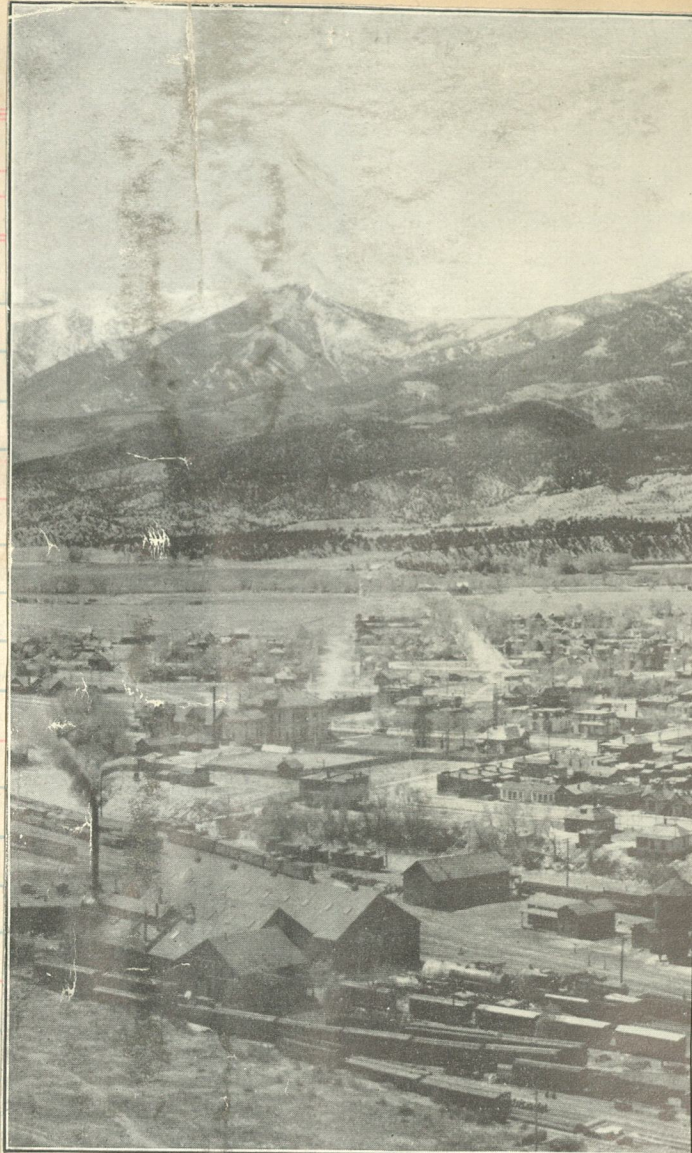


Station stop in the snow shed at Marshall Pass



Junction point of the Marshall Pass and Alamosa lines

William Moedinger Jr., 23 E. Vine St., Lancaster, Pa.



Over the hot plains on endless miles of heavy iron to the mountains. . . . Canyons filled with smoke and the sound of gliding Pullmans. . . . Salida and the narrow gauge—end of third rail—end of modern power and speed and of daily passenger service. The narrow gauge turns boldly toward the highest peaks, to Marshall Pass, little engines twisting through the clouds to some remote mining camp now forgotten—perhaps carrying noisy sheep on a warm afternoon over rails that once were the main stem, passing rot-tied ties of another line that turned its last wheel and pulled up rail and spikes long years before.

"AROUND THE CIRCLE"

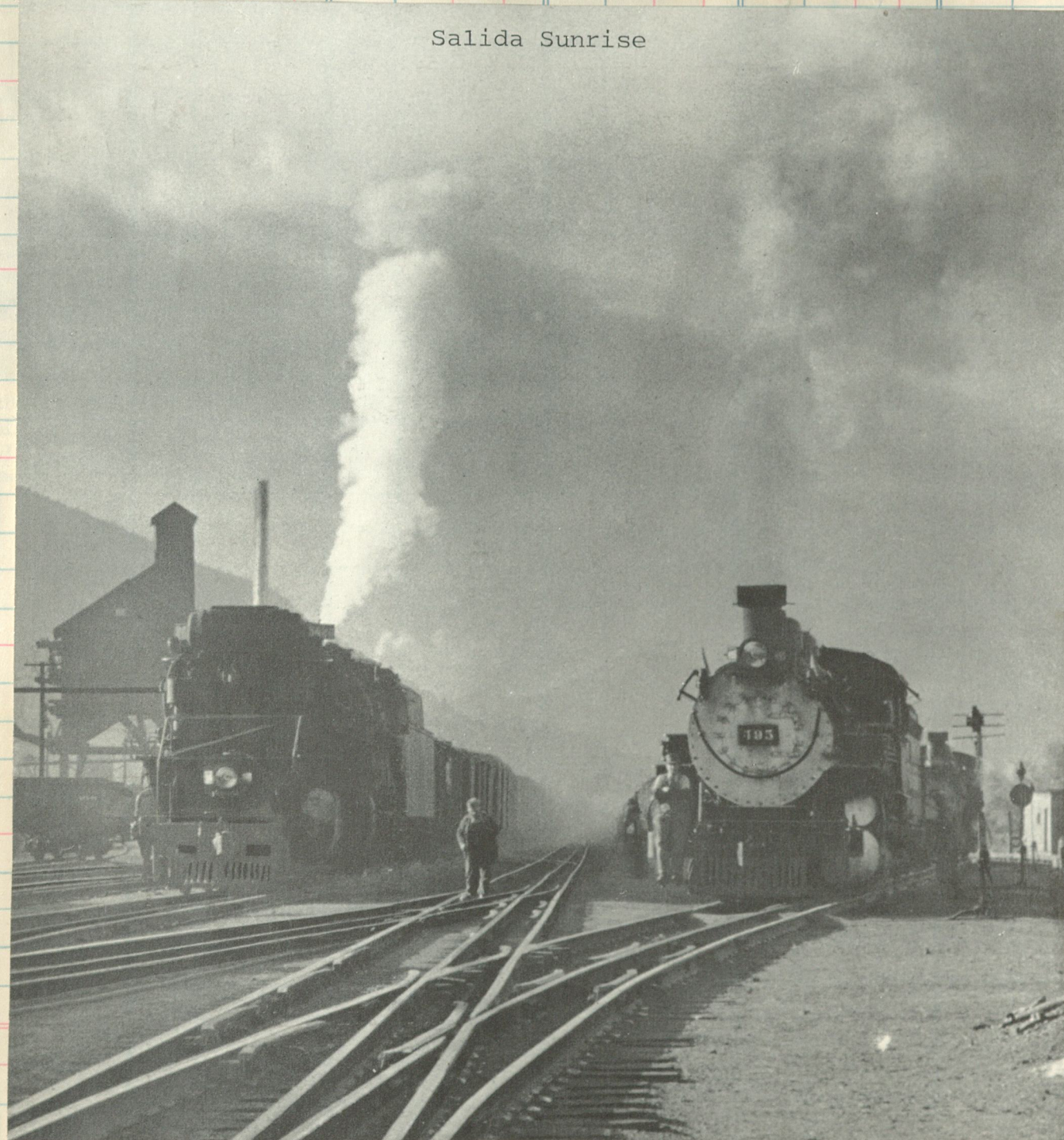
The "Around-the-Circle" Tour embraces a four days' trip, every mile of which is through the valleys, cañons and peaks of the majestic Rockies, giving the traveler the maximum enjoyment of Colorado scenery at the minimum of expense. Starting from Denver, the "Around-the-Circle" Tour includes Colorado Springs, in the Pike's Peak region; Pueblo, Cañon City, the Royal Gorge, the Grand Cañon of the Arkansas, Marshall Pass, the Black Cañon of the Gunnison, Montrose, Ridgway, the Dallas Divide, Telluride, Ophir Loop, Lizard Head Pass, Mancos, Durango, Cumbres, where the railroad crosses the Continental Divide, Toltec Gorge, and the San Luis Valley to Alamosa. From there a night ride is made across La Veta Pass and in the morning Pueblo, Colorado Springs or Denver is reached and the "Circle" completed. Side trips should be made to Ouray, the heart of the "American Jungfrau," distance ten miles, and from Durango through the incomparable Las Animas Cañon to the important mining town of Silverton, located at the very foot of mountains rising more than 14,000 feet high.

1916

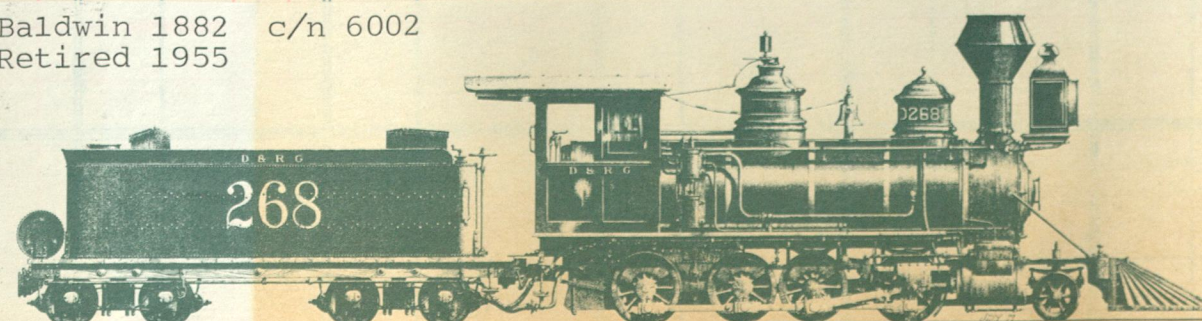
The stables at Salida c 1905

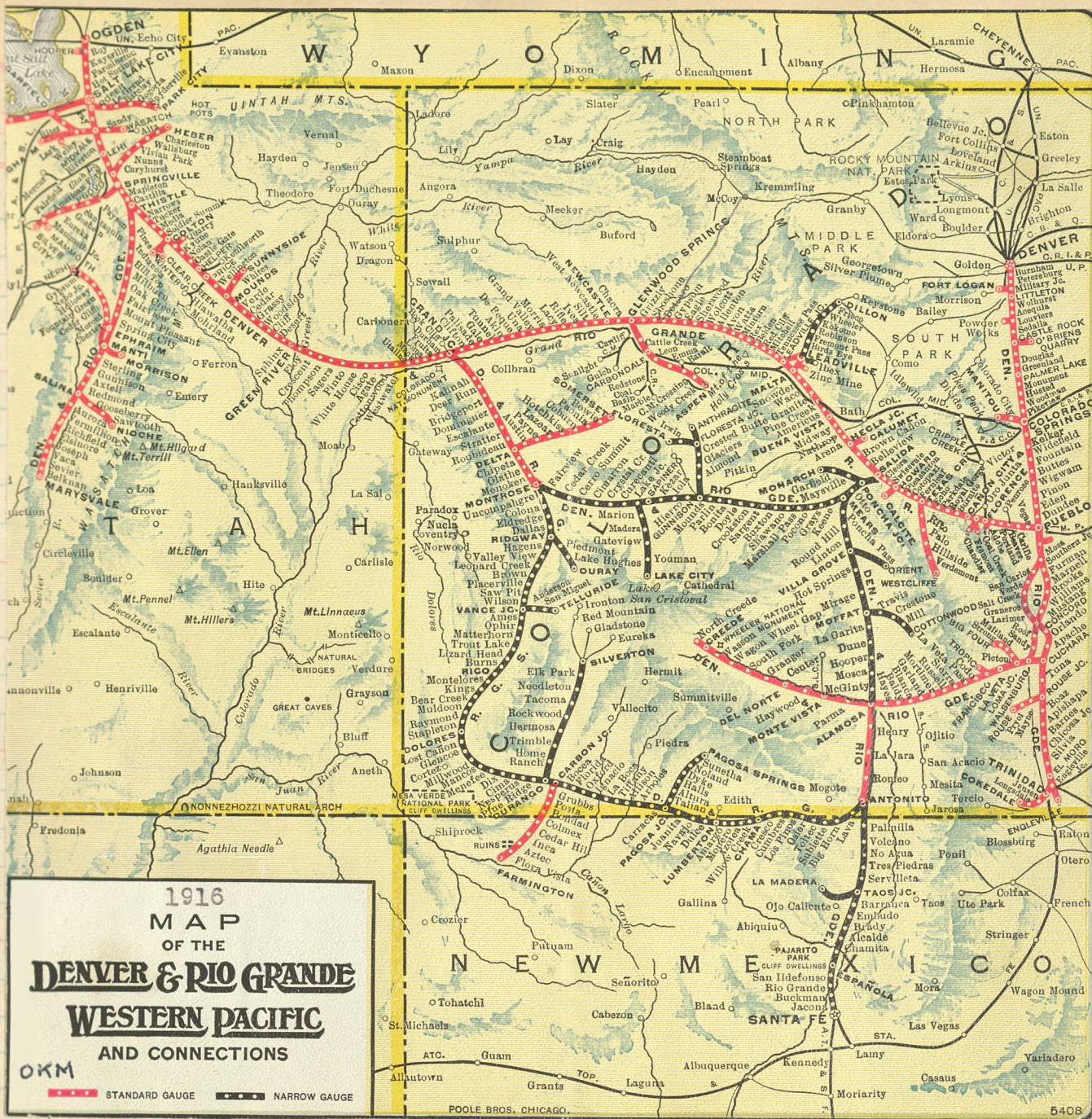


Salida Sunrise



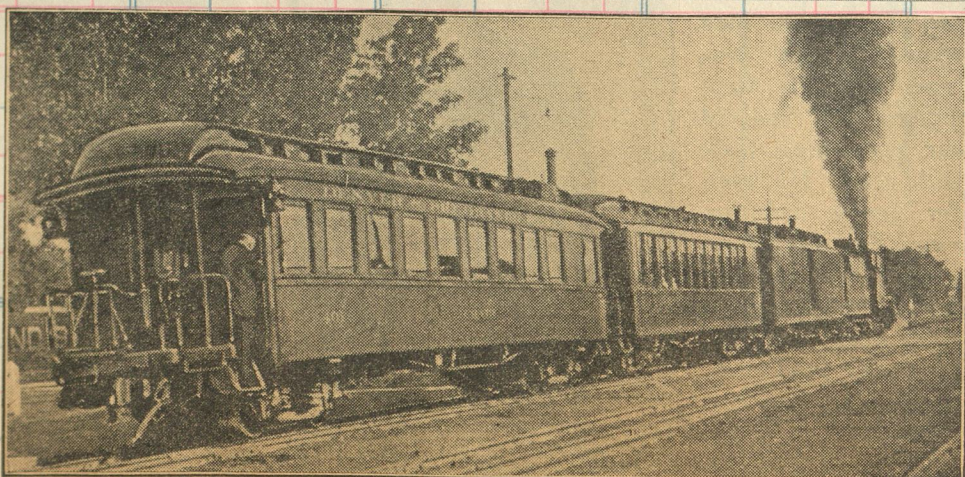
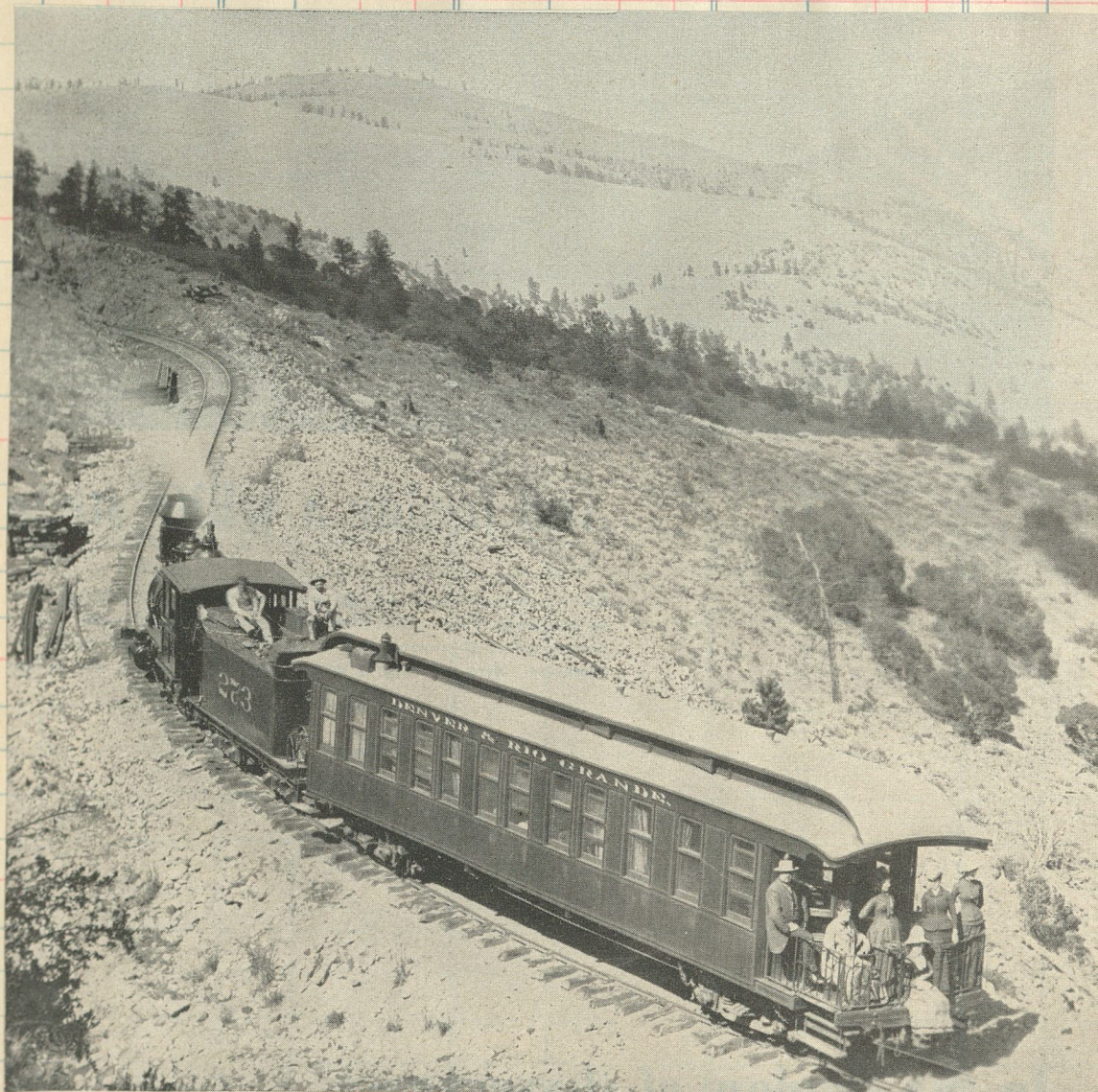
Baldwin 1882 c/n 6002
Retired 1955





MARSHALL PASS,
COLORADO

OKM



The Last Narrow-Gauge Passenger Train from Montrose to Gunnison, in 1934
Photo by Joe Riley



A. MARSHALL PASS. E1v 10,858'

View from the hills on the south. This pass was discovered in 1873 by Lieut. William L. Marshall. Its striking feature is the lack of the ruggedness that characterizes many of the other passes through the Rocky Mountains. Photograph by Whitman Cross.

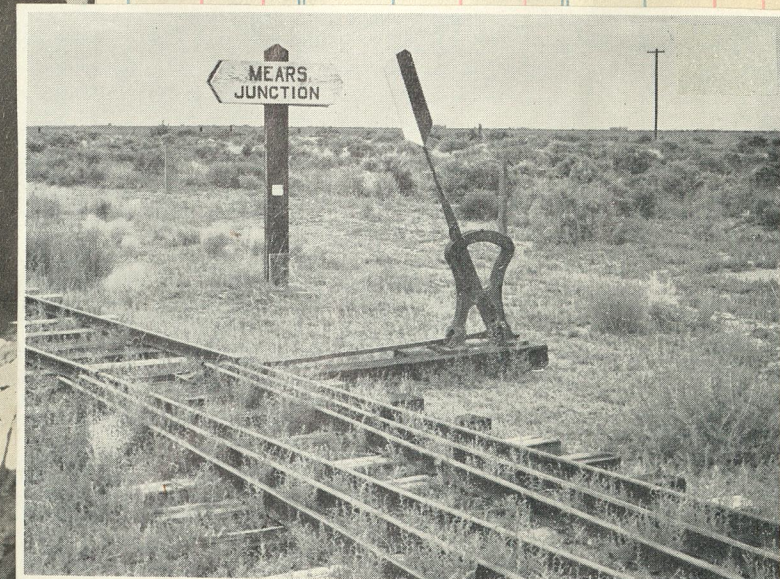


MARSHALL PASS-D. & R. G. RY.

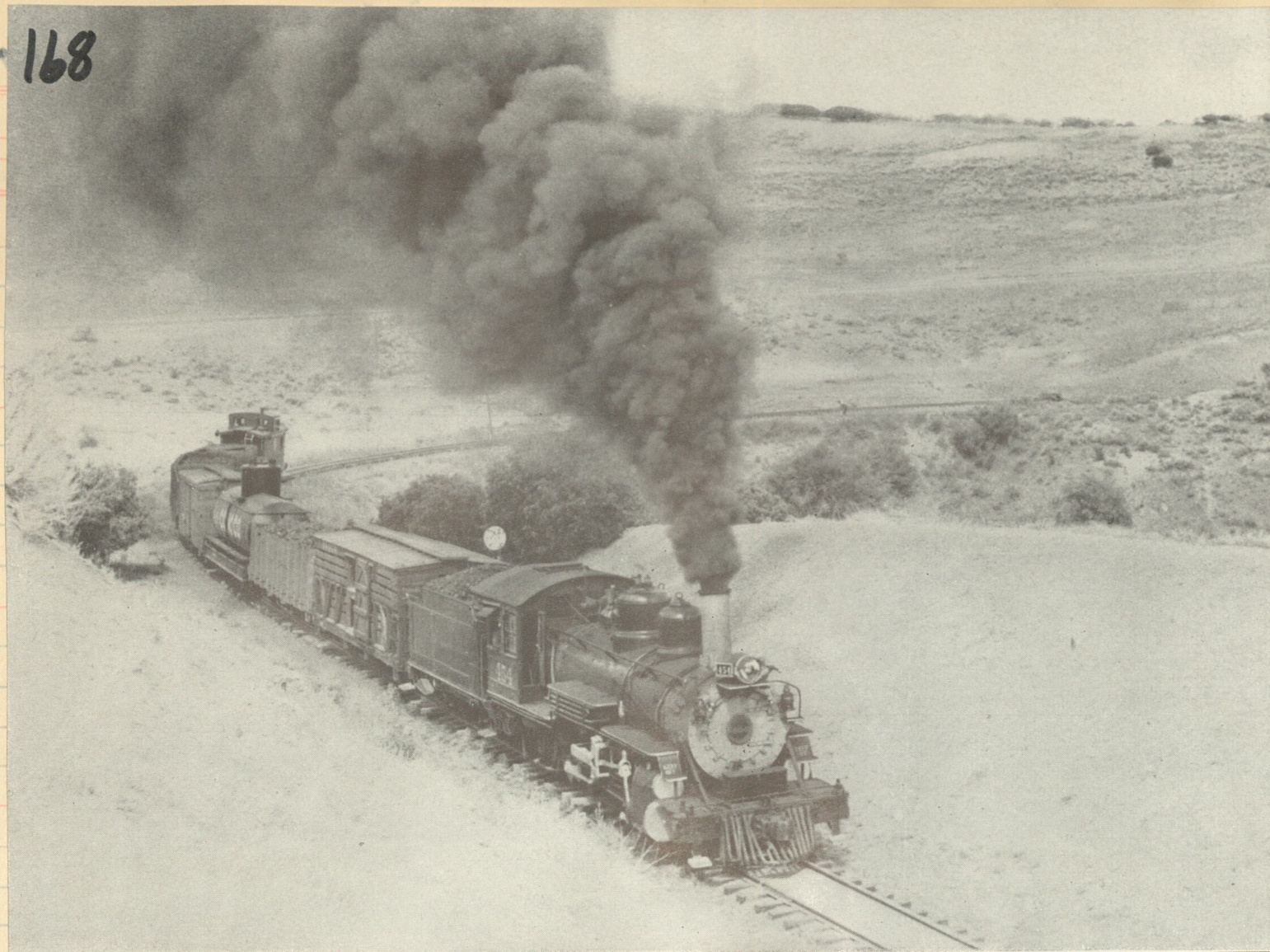
OKM



Station stop in the snow shed at Marshall Pass
William Moedinger Jr., 23 E. Vine St., Lancaster, Pa.



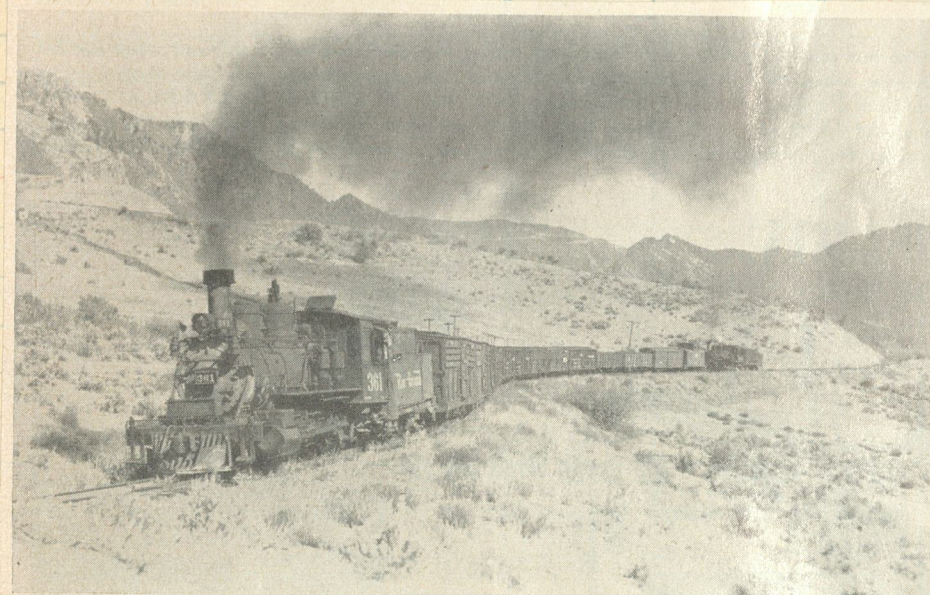
Junction point of the
Marshall Pass and Alamosa
lines



Clos. No. 5

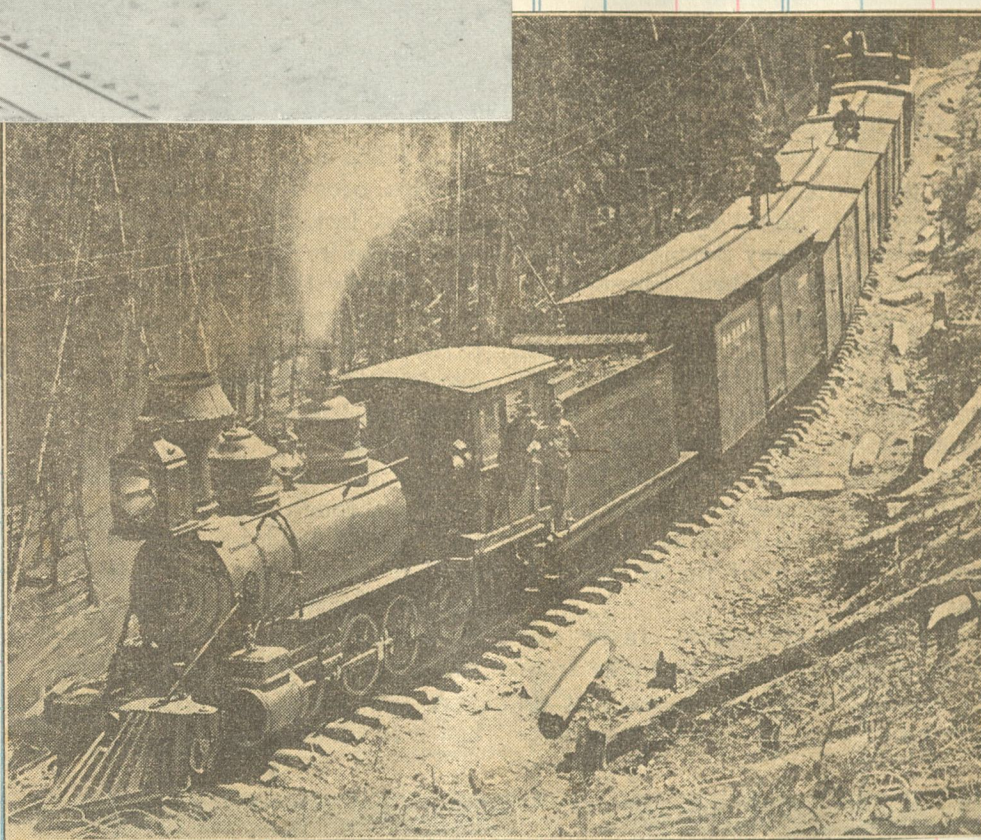


318



Otto C. Perry.

The slim-gauge line over Cerro Summit was abandoned in 1949. In 1946, however, engines 361 and 454 boosted this train up the hill and across the top of the old narrow-gauge circle route.

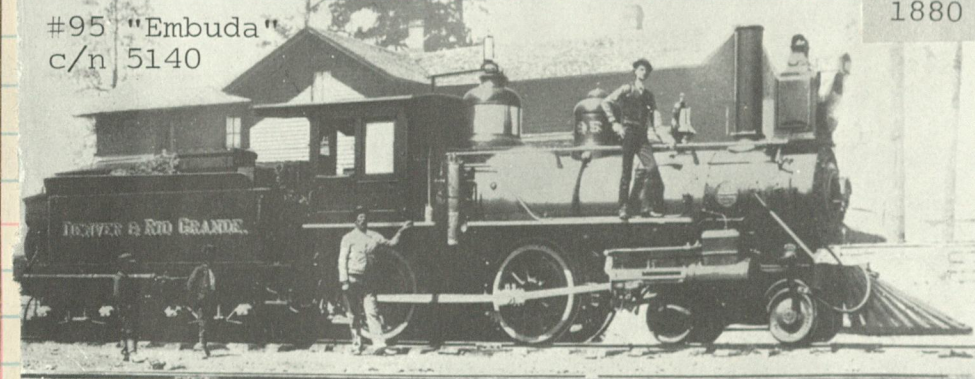


#94 "Gunnison"
c/n 5139



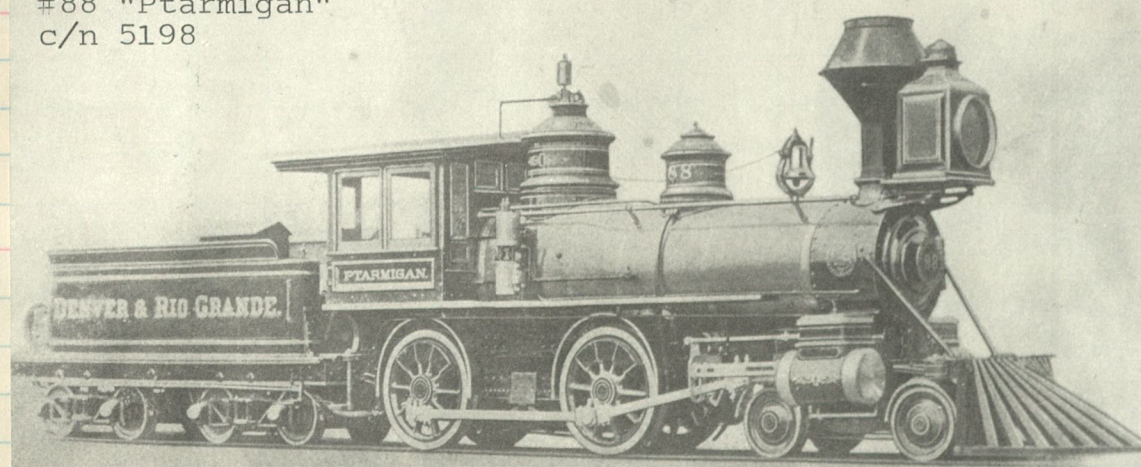
Baldwin
1880

#95 "Embuda"
c/n 5140

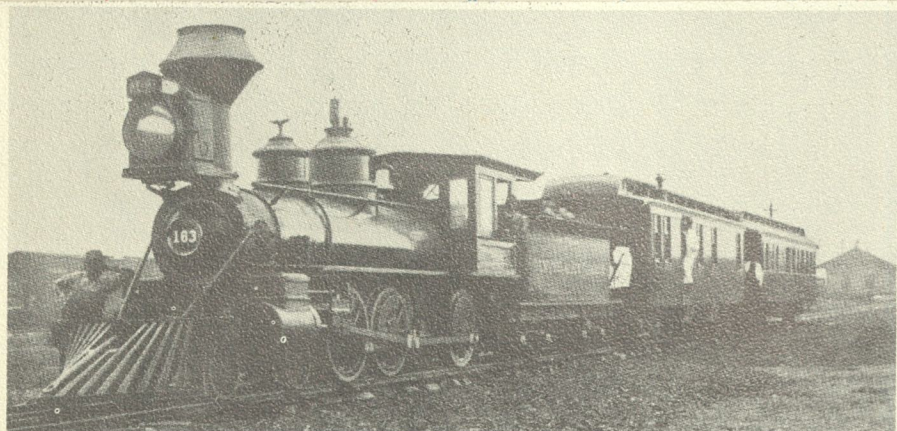


The "Embuda" sold in Jan '94 to Sanford & St Petersburg (Fla), to ACL 800, then GC&L #41 where rebt to s.g. and sold to Lutz & Vincent #99 in Aug 1911

#88 "Ptarmigan"
c/n 5198



Baldwin delivered an even dozen of these 4-4-0's in 1880 noed 85-96. The 88 (c/n 5198) sold in 1892 to the Carmen Island Salt Co, later went to F C Torres y Prietas #5 in Mexico. Last owner, in 1920, the Mexican Union #2.



This illustration shows engine 163 in service, and fitted, as originally built, with a diamond stack. The lower illustration shows the same locomotive as subsequently fitted with a straight stack.

Cylinders 14" x 20"
Drivers, diam. 45"
Steam pressure 130 lb.
Grate area 10 sq. ft.
Heating surface 588 sq. ft.
Weight on drivers 39,600 lb.
" total engine 53,000 lb.
Tractive force 9650 lb.

The initial n.g. 4-6-0's, eight noed 158-165. #163 had c/n 5970

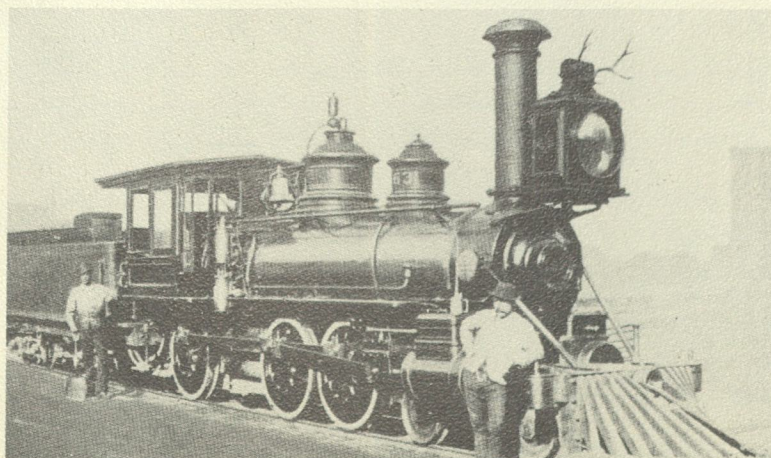
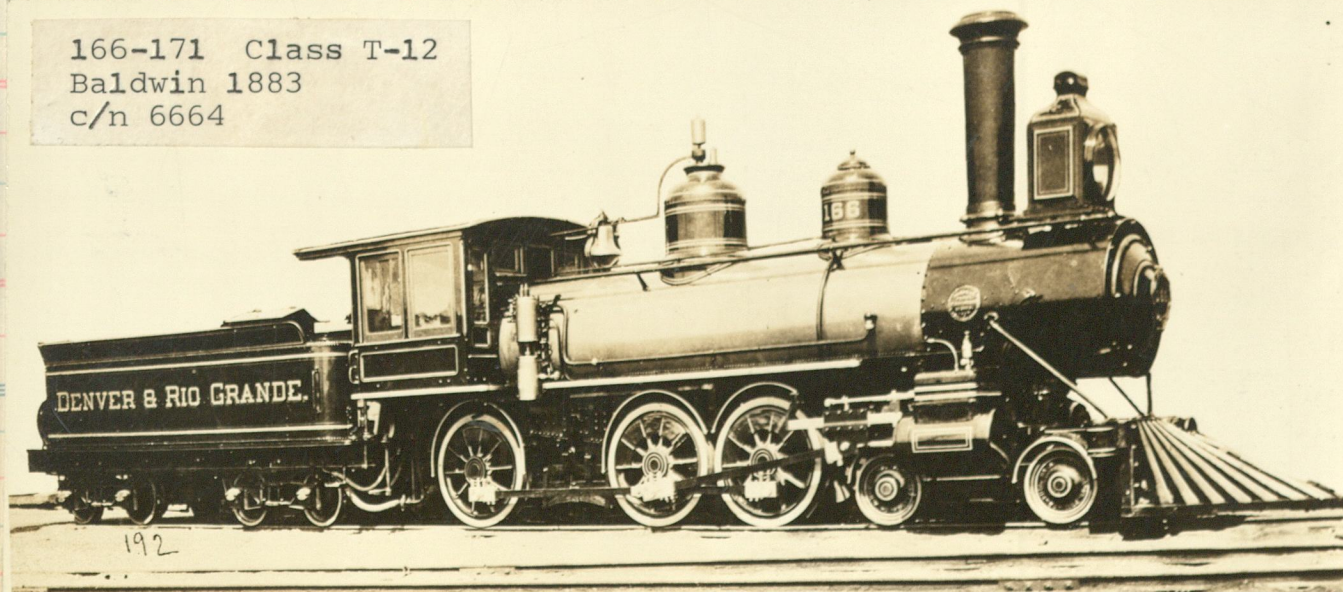


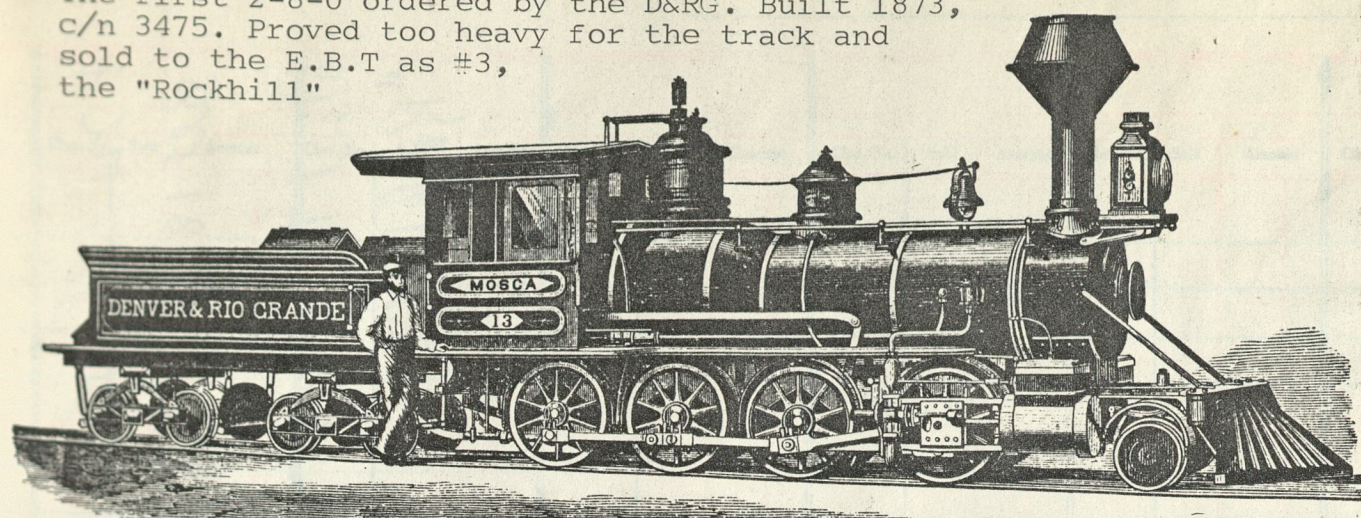
Photo furnished by J. Heathcote
Narrow Gauge Ten-wheeled Locomotive, Built by The Baldwin Locomotive Works, 1881

166-171 Class T-12
Baldwin 1883
c/n 6664



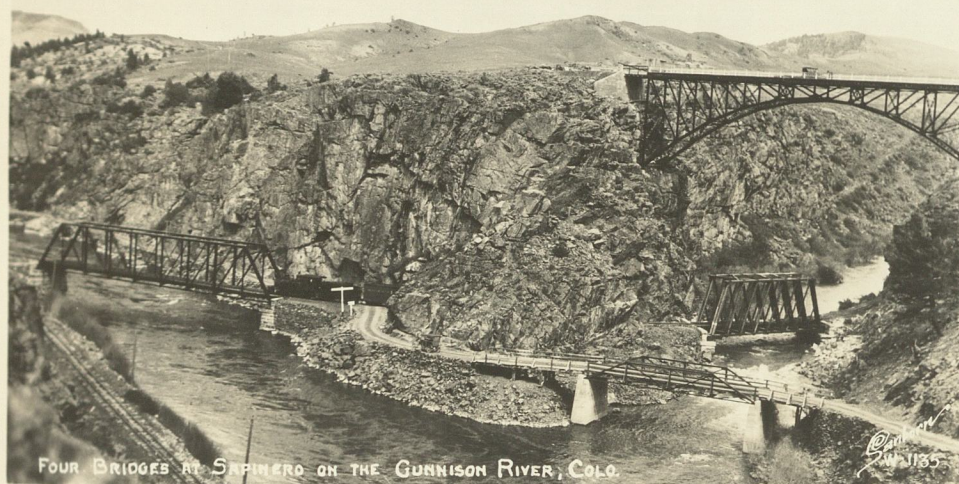
192

The first 2-8-0 ordered by the D&RG. Built 1873, c/n 3475. Proved too heavy for the track and sold to the E.B.T as #3, the "Rockhill"

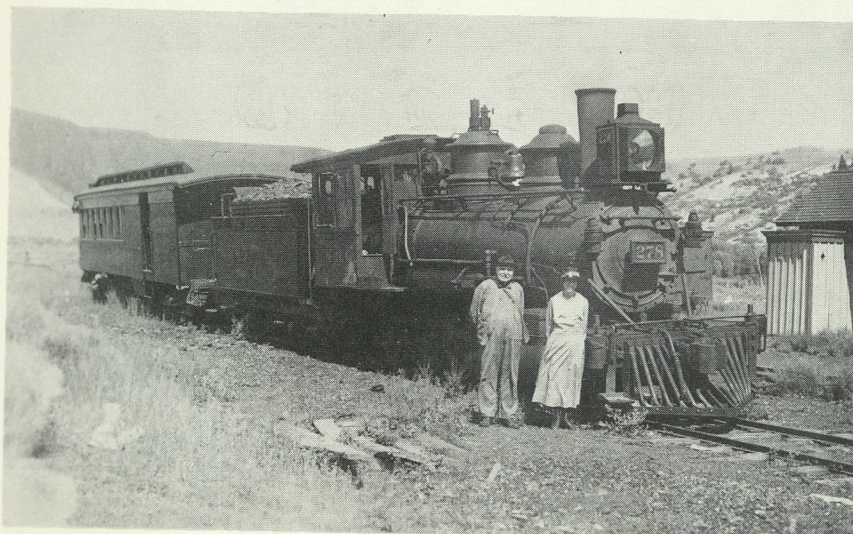


Consolidation type freight locomotive built for Denver & Rio Grande Railway. Built by Baldwin Locomotive Works. Cylinders, 14x16". Drivers, 40". Total weight, 52,000 pounds

Lake Jct.



FOUR BRIDGES AT SAPINERO ON THE GUNNISON RIVER, COLO.



PHOTOS BY GLENN GEBHARDT

D-501

LAKE CITY BRANCH, D. & R. G. SAPINERO, COLO. 1920

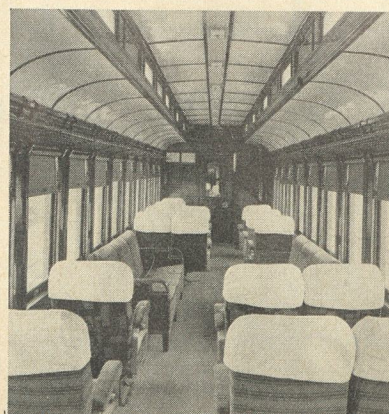


DINING CAR

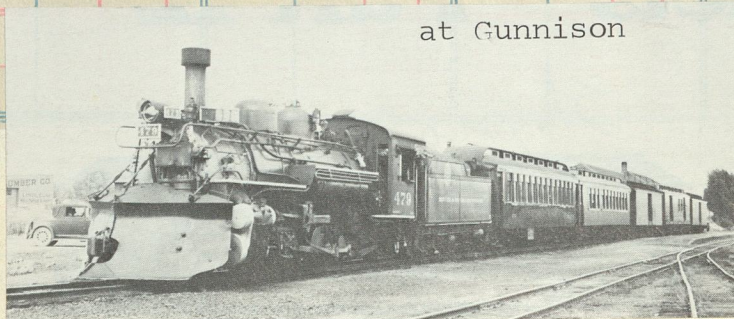
Six diners can be seated at a time in this dining car on the Rio Grande narrow gauge train. Note revolving seats, smoking stands, fancy curtains and wide windows.



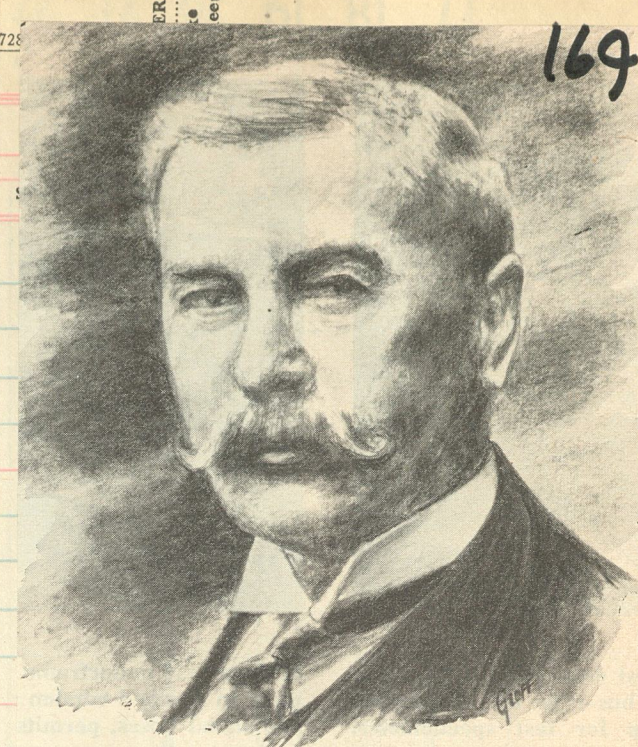
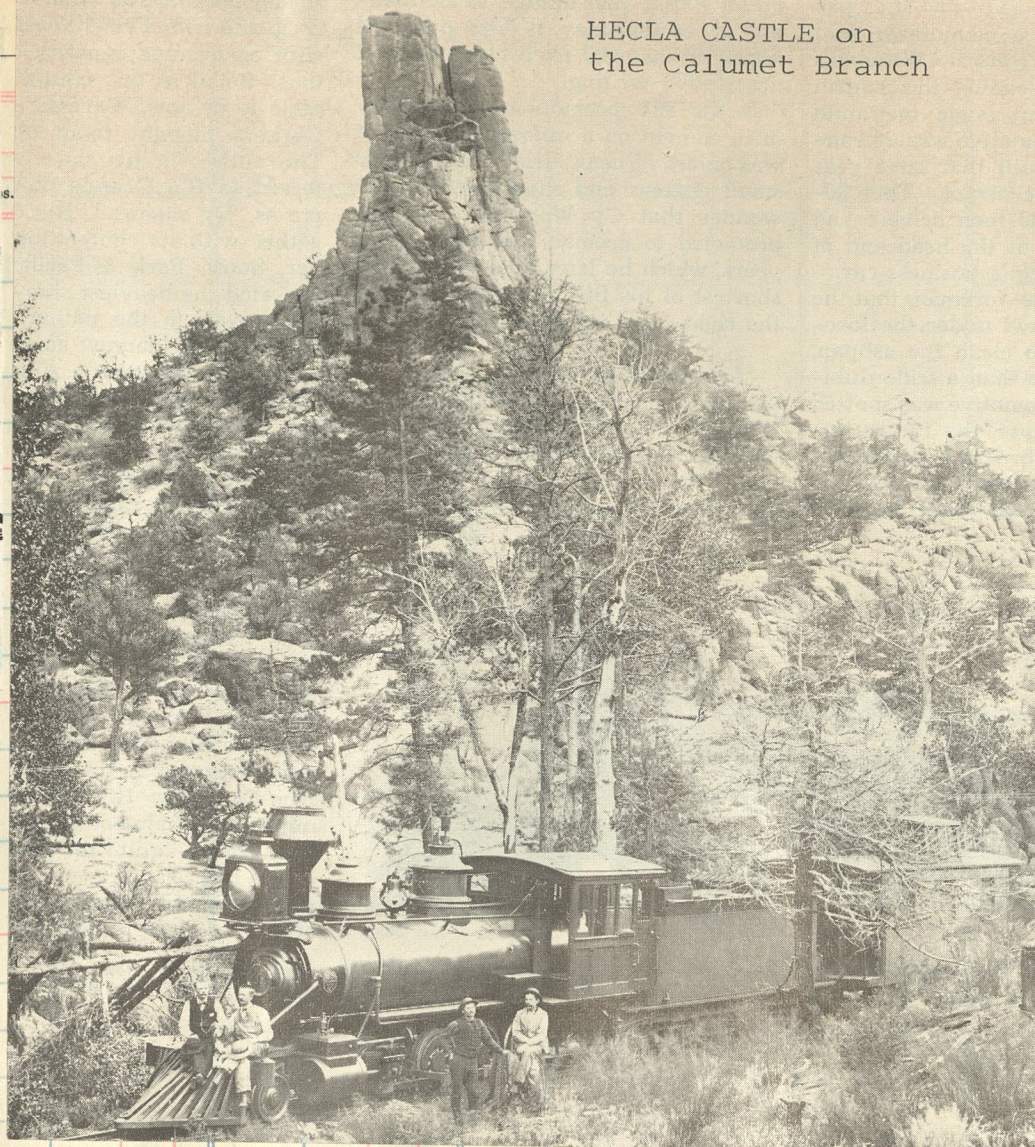
Handsome upholstered and deep-cushioned are the reclining, swinging chairs in the coaches of the San Juan and Shavano, America's finest narrow gauge trains. Shavers and other appliances may be used on these trains, equipped with 110-volt electricity.



at Gunnison



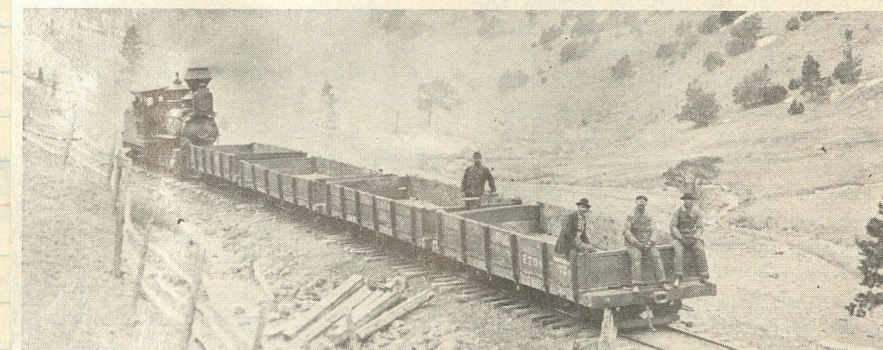
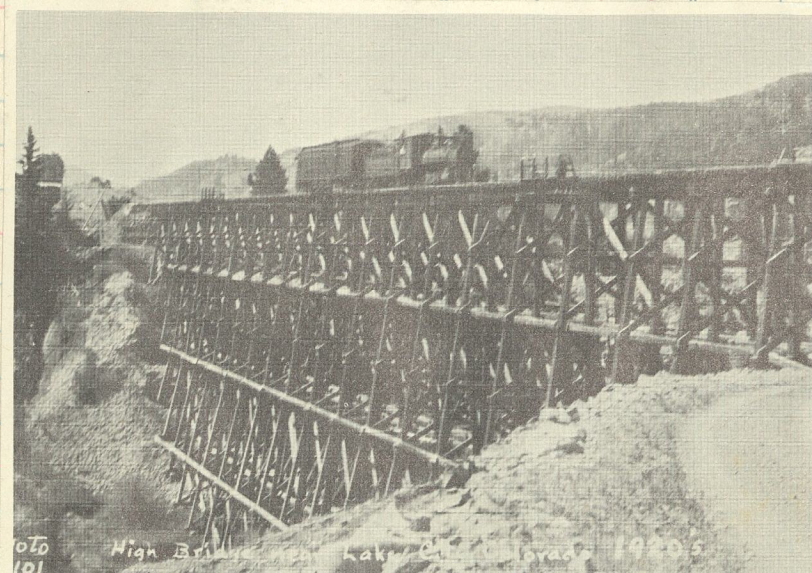
HECLA CASTLE on the Calumet Branch



CY WARMAN

1855 --- 1914

Noted author and poet
Engineer on the D&RG
1883 to 1888



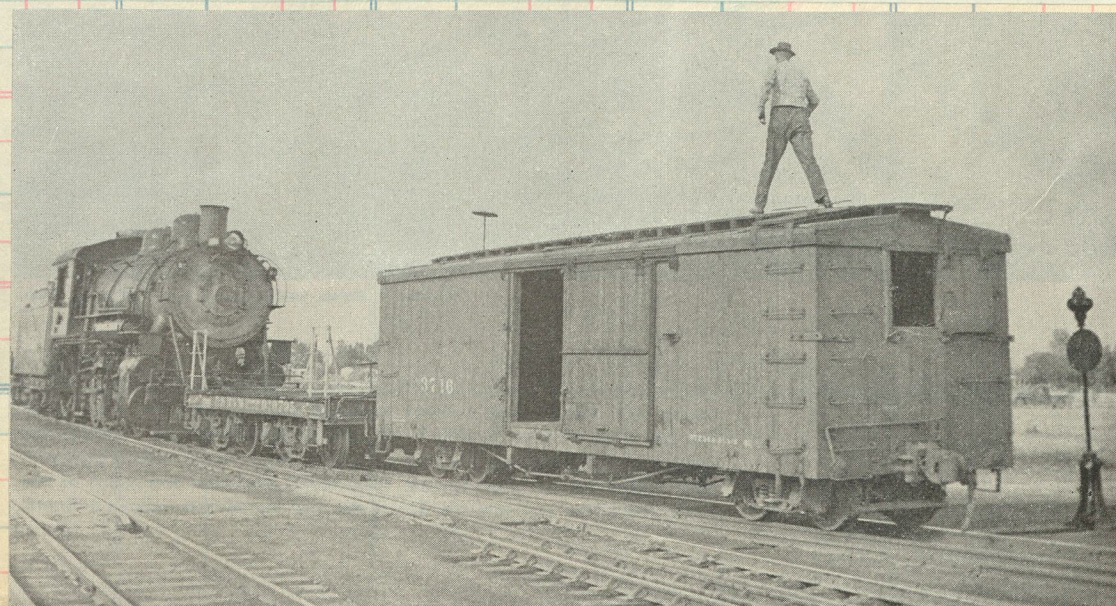
The Hay Studio, Salida, Colo.

A RUN "not so high on the other end" was Cy Warman's request after one trip up the Calumet Branch, a holy terror of practically solid 7 per cent. 7.16 miles Hecla Jct. to Calumet Mine



Dave Lewis, 102 Cortland, Peoria 5, Ill.

Montrose, Colo., is end of narrow gauge on the Denver & Rio Grande Western from Ouray and the Marshall Pass route. Here a standard-gauge locomotive switches narrow-gauge cars on three-rail tracks. Standard-gauge flat car is an "idler."



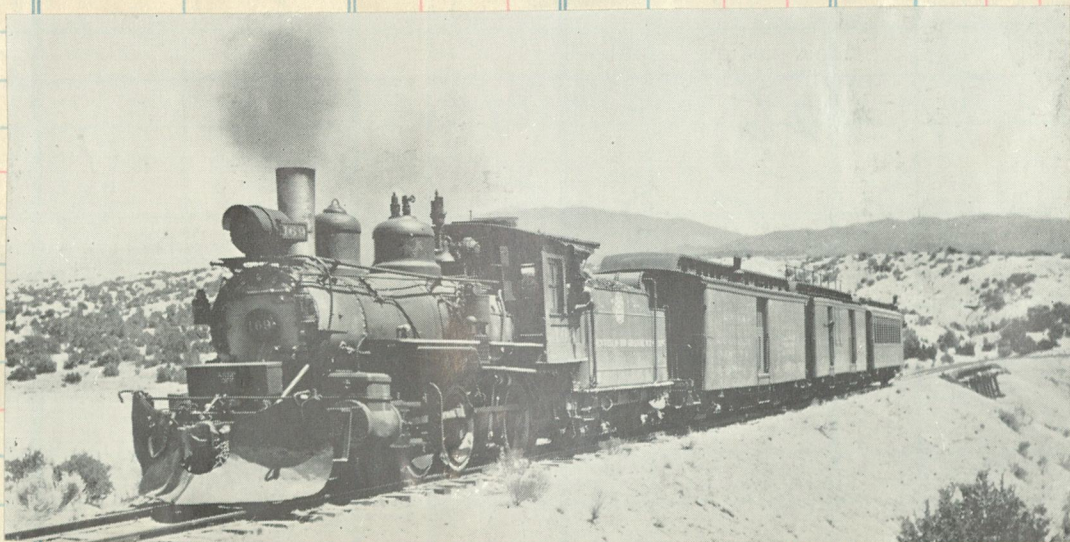


D&RGW narrow gauge 475, a 2-8-2, near Embudo, N.M. on the branch to Santa Fe, with train No. 425. May 1940

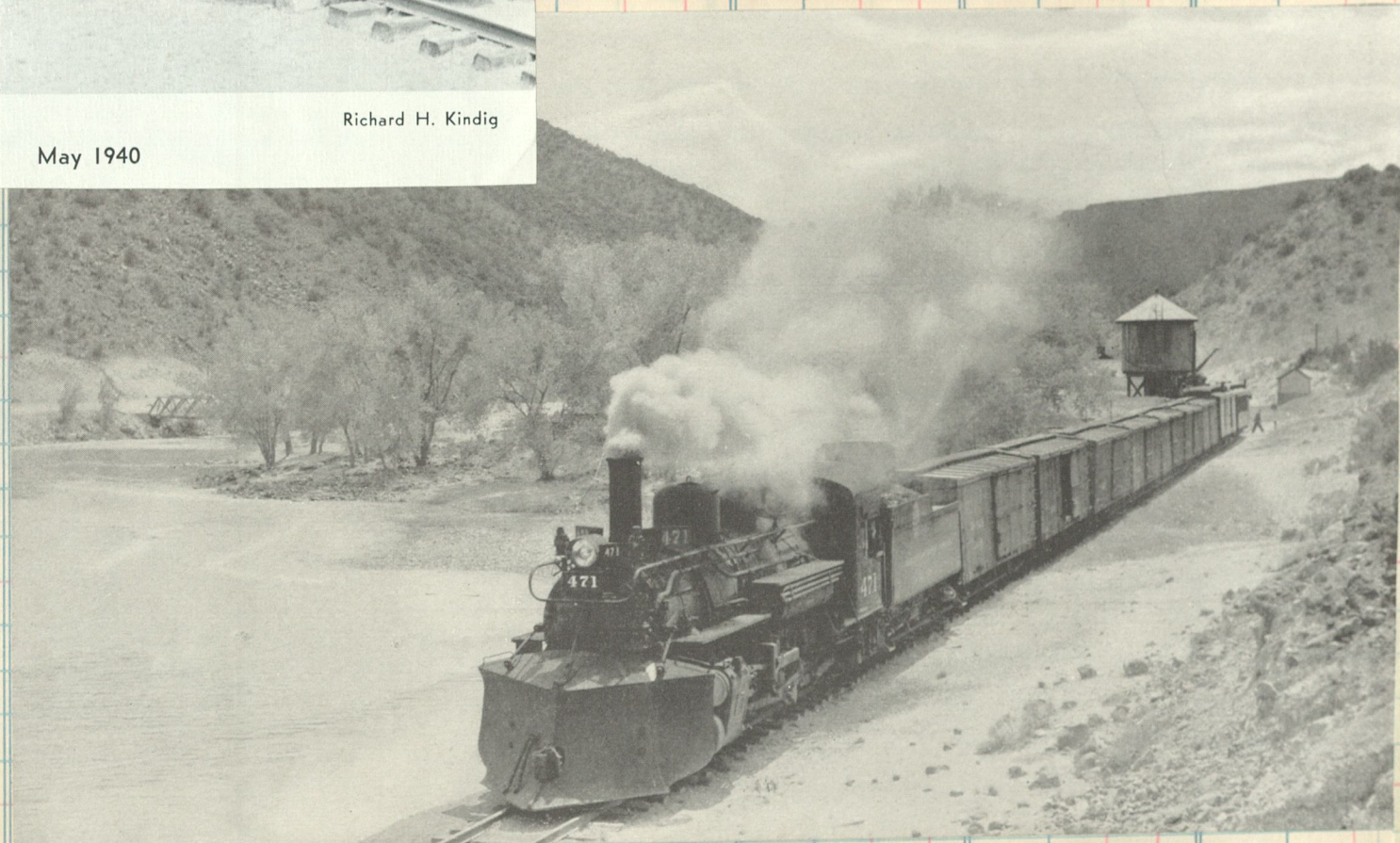
Richard H. Kindig



North and south, from the intermountain region of central Colorado into the Rio Grande valley of New Mexico, ran the D&RGW's Santa Fe narrow gauge branch, from present-day Colorado to the old Spanish atmosphere of Embudo and Santa Fe. The line was abandoned in 1941. Here the train to Santa Fe follows the waterlevel grade along the bank of the Rio Grande. By Otto C. Perry.



Train #426 north of Santa Fe



Total
Add—Error _____
Deduct “ _____
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

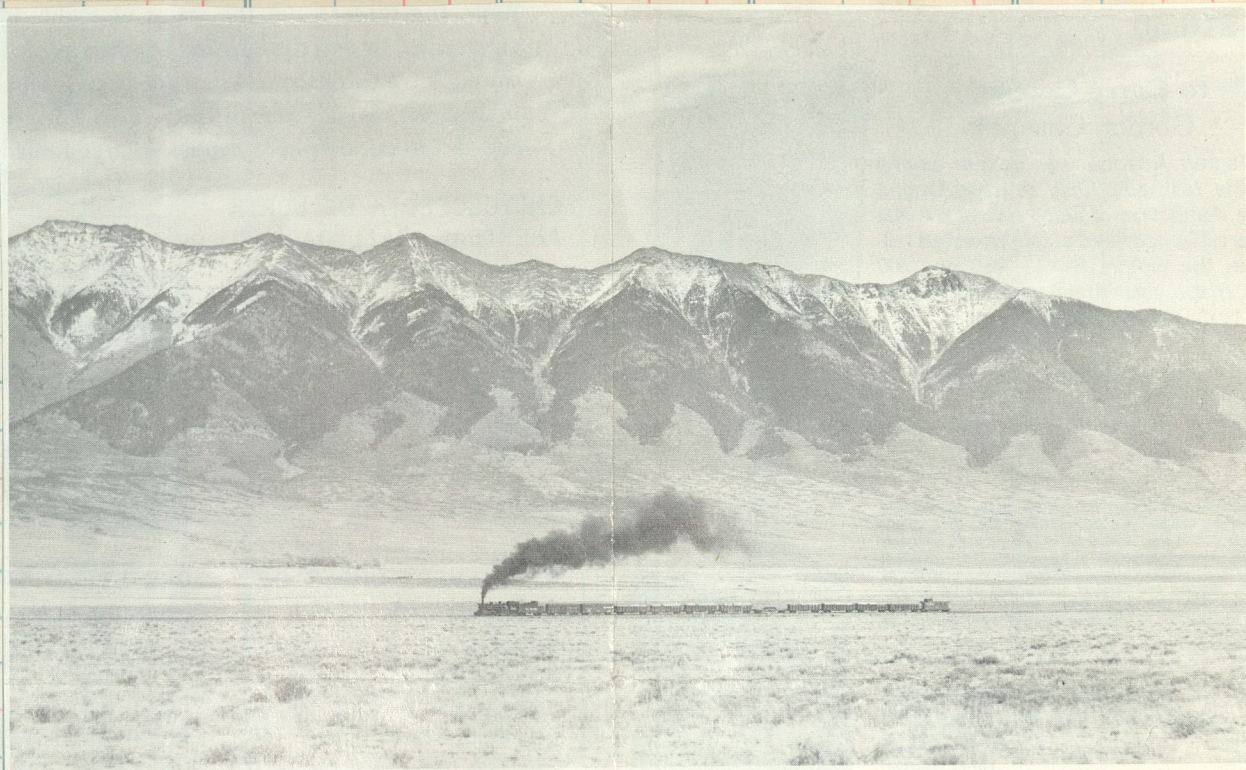
otal
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DATE
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or



D&RGW three-foot gauge Mikados 482 and 483 plus an idler car head a train of both standard and narrow-gauge equipment southward from Alamosa, Col., bound for Antonito, N.M. over dual-gauge trackage.

The line from Salida south to Alamosa runs through the broad, level San Luis Valley that bisects the Continental Divide and Sangre de Christo Range. This route has the longest tangent, 53 miles, on the Rio Grande and was three railed from Hooper to Antonito. The last passenger train over this trackage was on Jan. 31, 1951

191



Denver & Rio Grande Western doubleheaders 492 and 498 highballing a freight south from Alamosa, Colo., on 3-rail gage

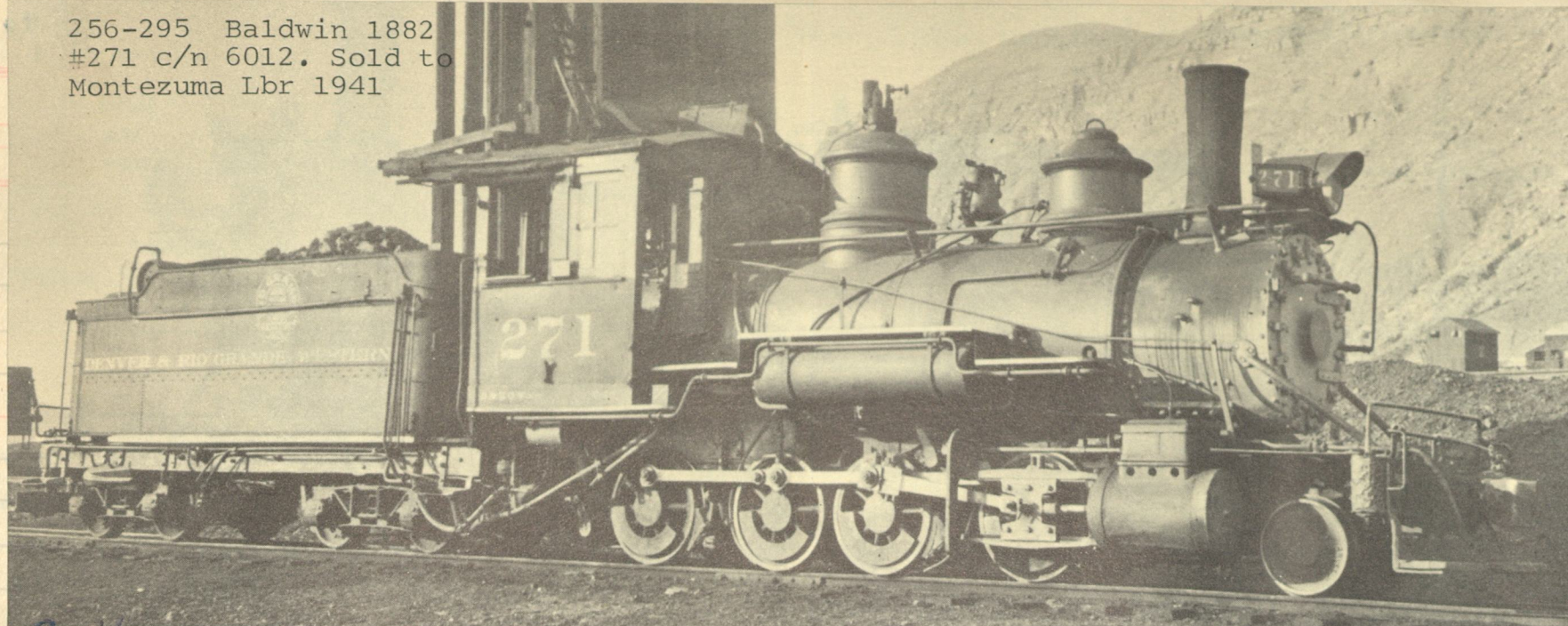
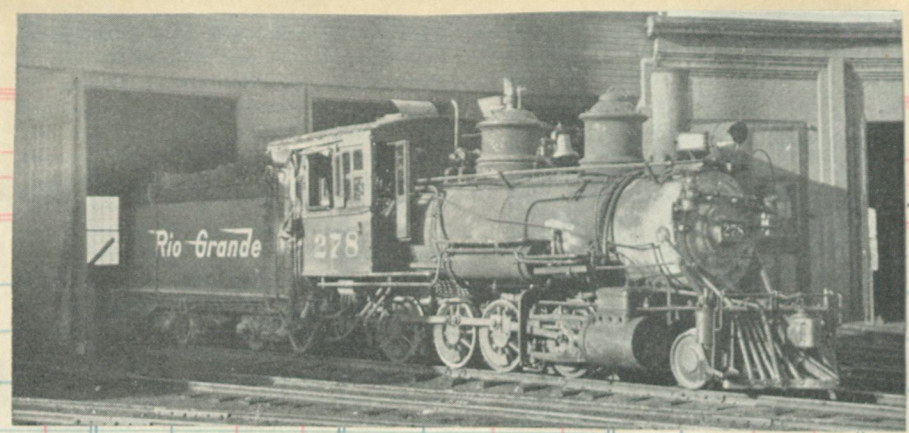


Right out of the '70's is this narrow-gauge train chugging through La Jara, Colorado. The third rail, for standard gauge, continues part way.



The 484 rolls tonnage thru Bountiful

256-295 Baldwin 1882
#271 c/n 6012. Sold to
Montezuma Lbr 1941

A black and white photograph of a steam locomotive, number 271, pulling a coal car. The locomotive is a Baldwin model from 1882, with a horizontal boiler and two large cylindrical tanks on top. It has a tall smokestack at the front. The coal car is labeled "DENVER & RIO GRANDE RAILROAD" and "271". The train is on tracks in a mountainous area.

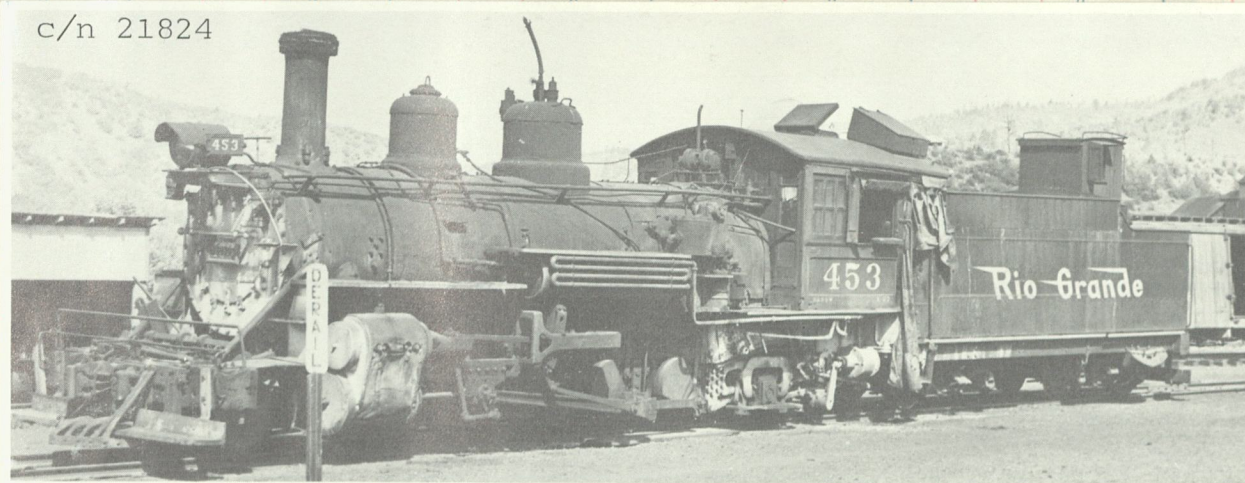
No.	Sold	Amount	Clos. No.	Sold	Amount
-----	------	--------	-----------	------	--------



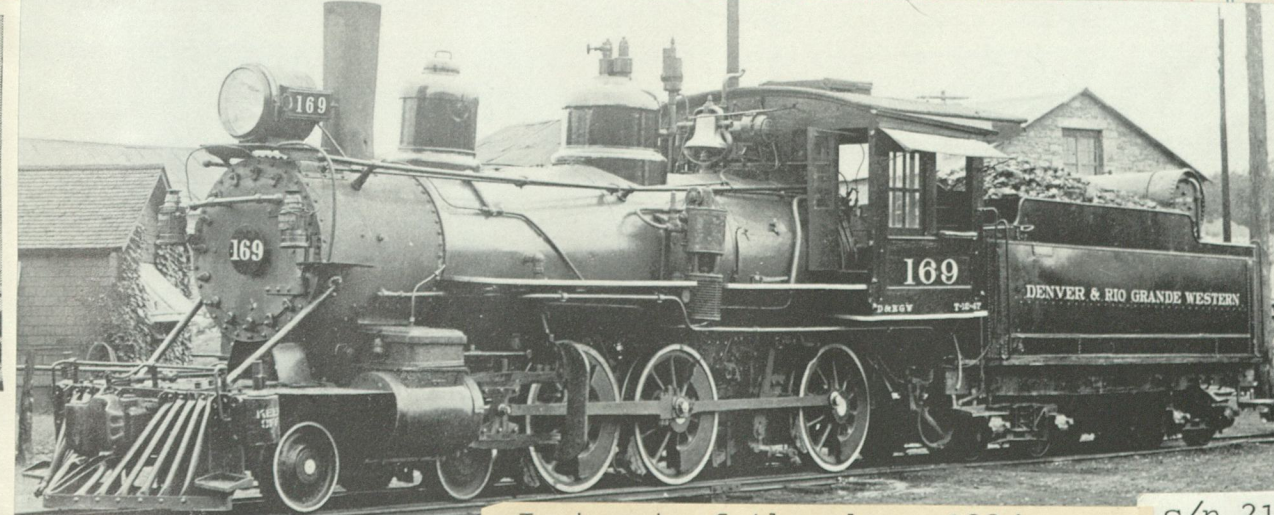
A black and white photograph of a Rio Grande steam locomotive, number 340, pulling a flatcar loaded with lumber through a mountainous valley. Several people are standing on the ground near the train tracks.

ex Crystal River 103
 Baldwin 1903 c/n 21757
 To D&RG 432 in 1916, then
 375.

c/n 21824

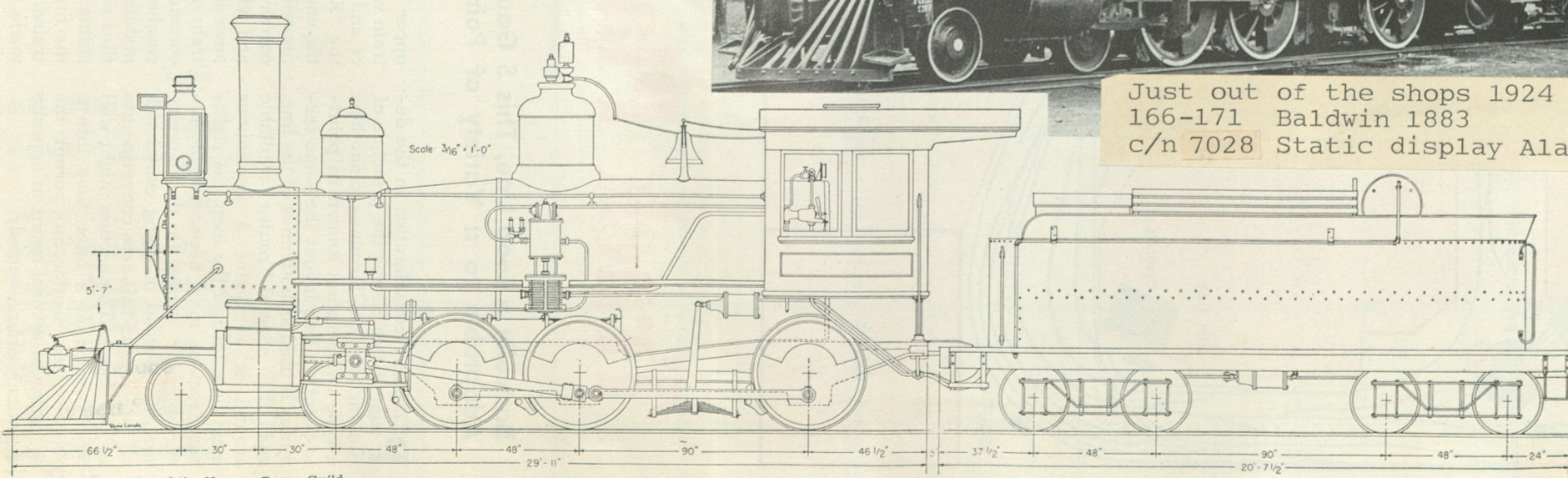
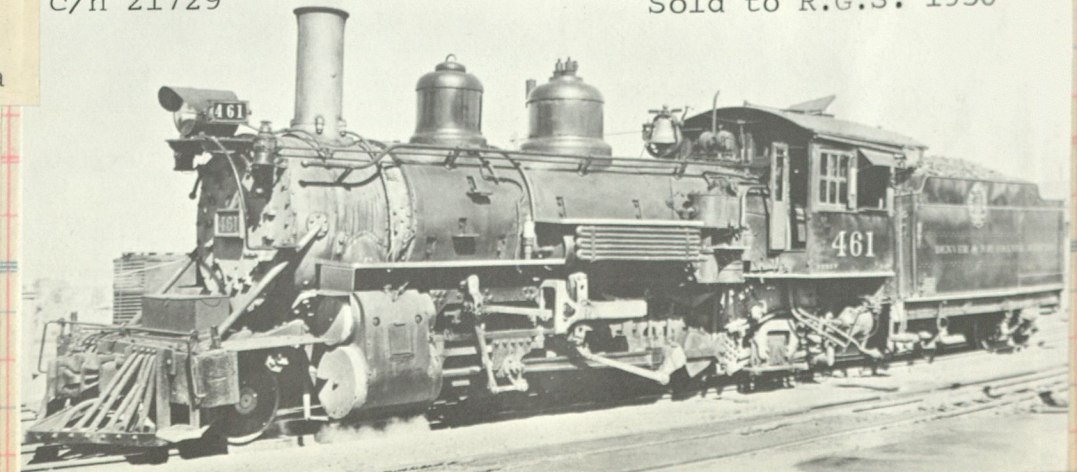


A black and white photograph of a steam locomotive pulling a freight train. The locomotive is emitting a large plume of dark smoke from its smokestack. The train consists of several flatcars, some of which are loaded with lumber. The scene is set outdoors with trees in the background.



c/n 21729

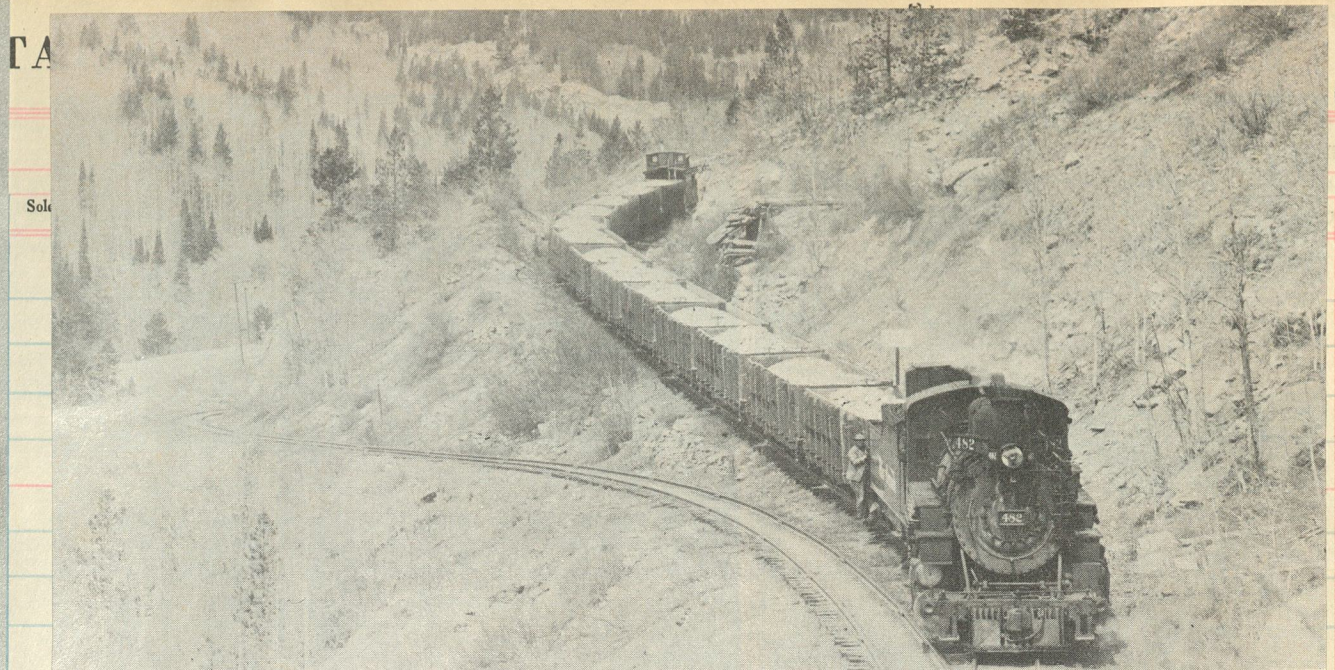
Sold to R.G.S. 1950



From files of the Narrow Gauge Guild



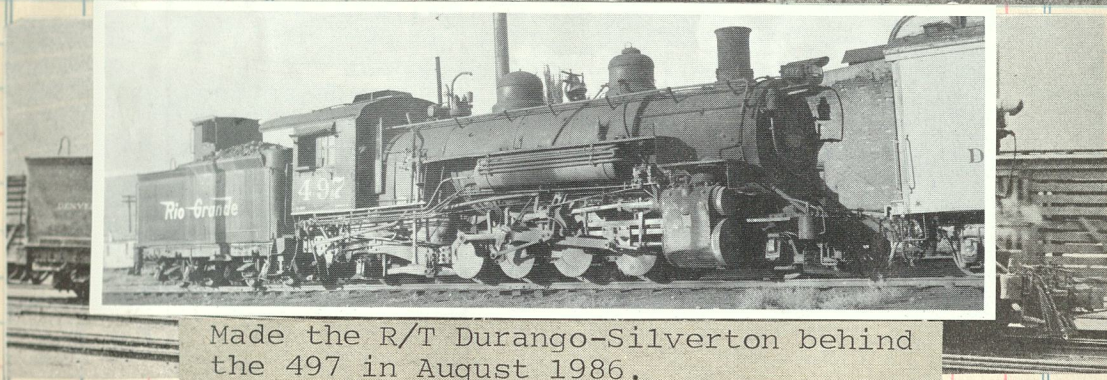
Extra 488 south near Bondad, Colo on the branch to Farmington, N.M. which once was laid to standard gauge.



This trainload of limestone in high-side gondolas was photographed at the Garfield switchback on the Monarch Branch by Richard Kindig in May 1955.



The 484 leads a short train across the Los Pinos bridge. I enjoyed the trip over this trackage, Antonito to Chama, behind the 484 in Aug 1986.

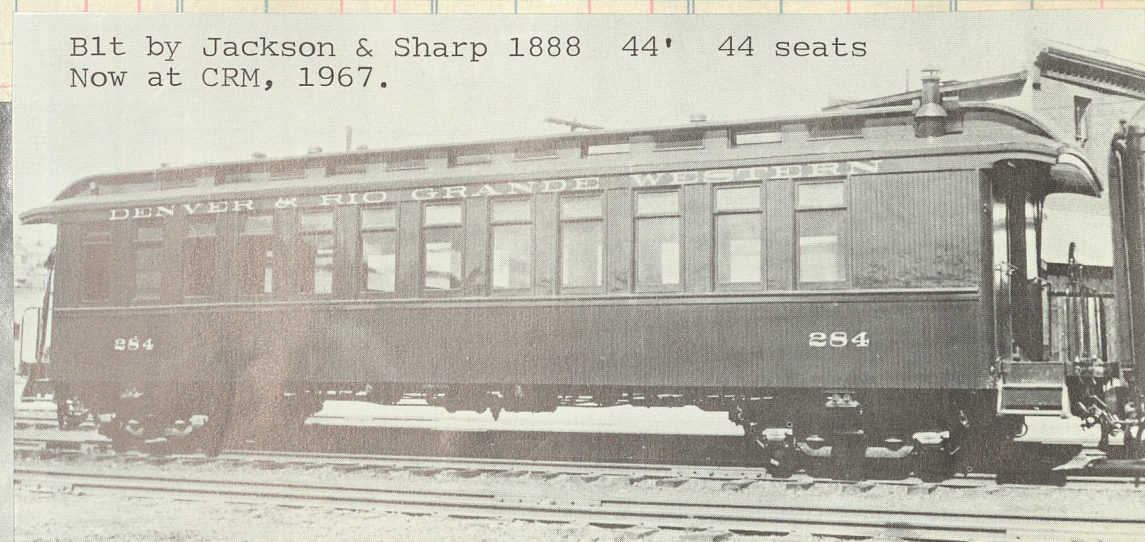


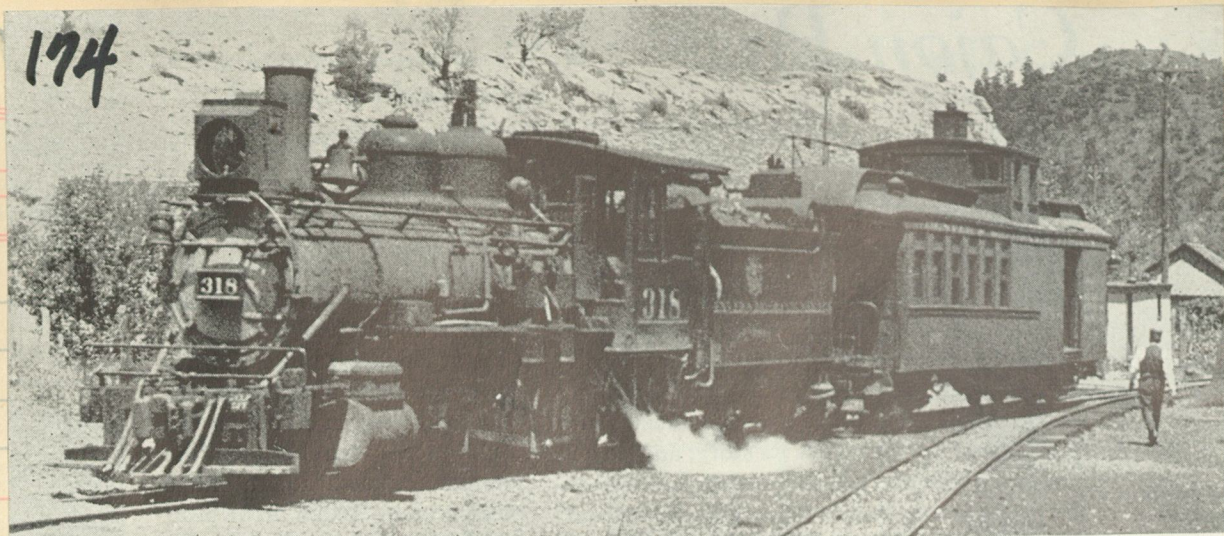
Made the R/T Durango-Silverton behind the 497 in August 1986.

The final narrow gauge power was ten 2-8-2's "built" at the Burnham Shops. Boilers came from s.g. C-41 class. Nos 490-495 del in 1928 & 496-499 in 1930. Seven still in service, four on the D&S three on C&T



Blt by Jackson & Sharp 1888 44' 44 seats
Now at CRM, 1967.

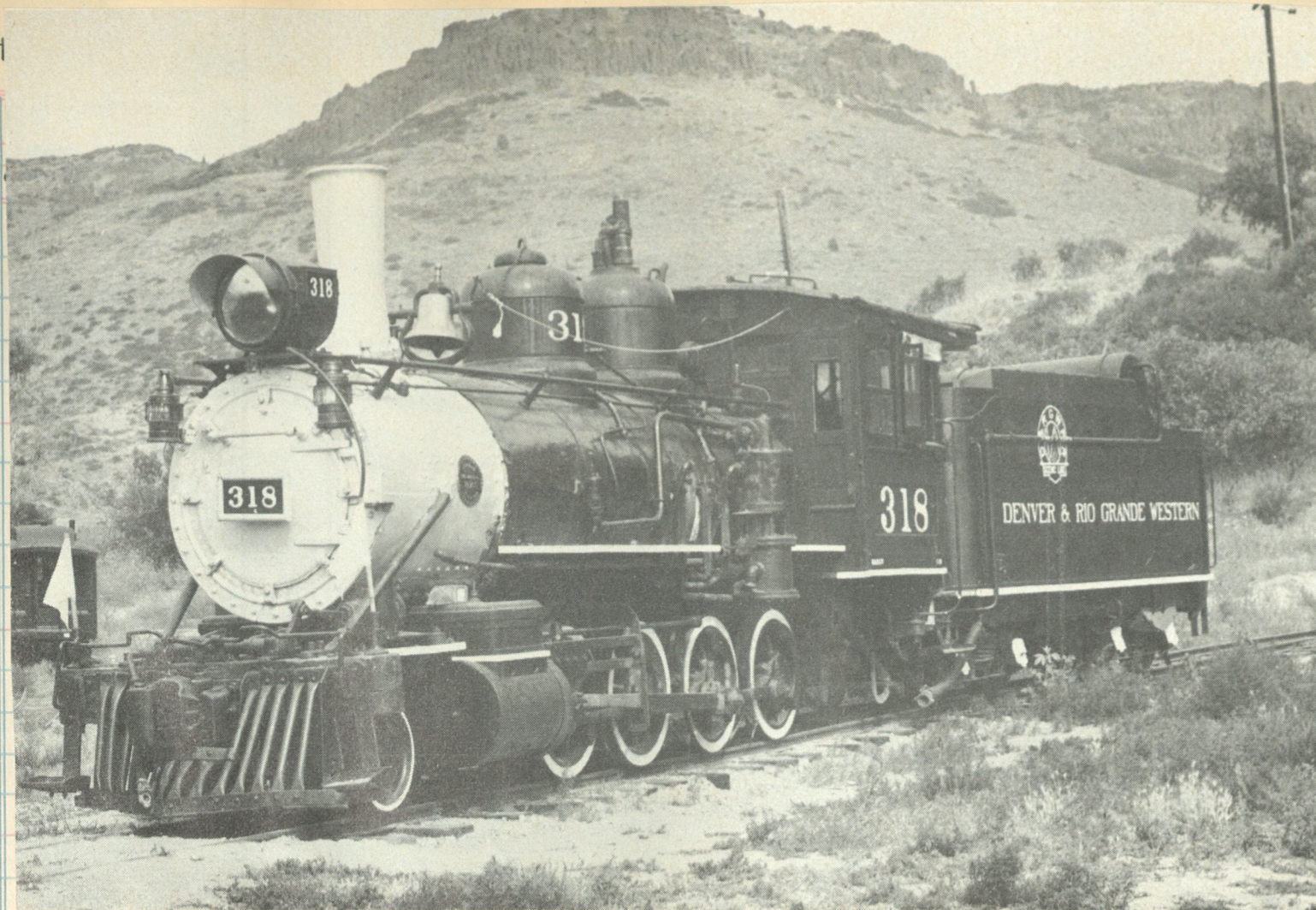
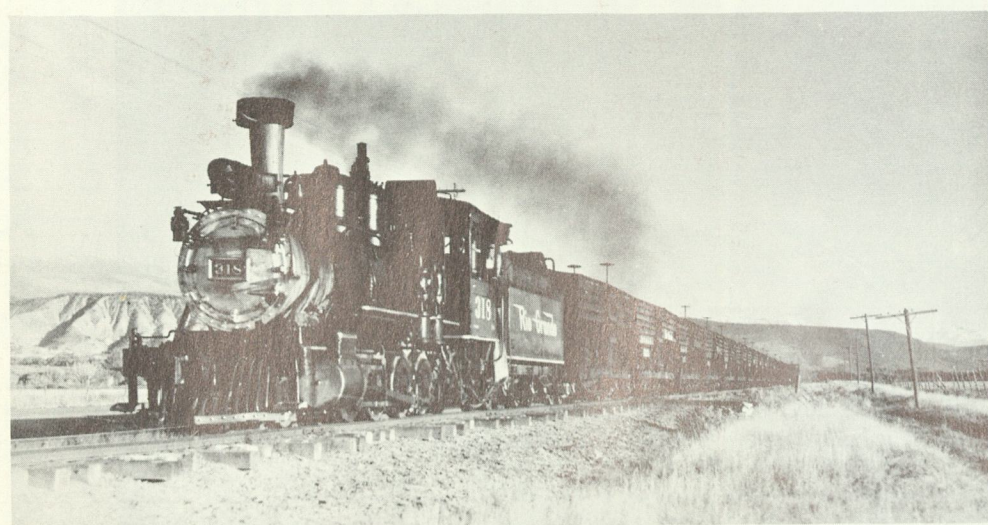




William Moedinger Jr., 23 E. Vine St., Lancaster, Pa.

Memory of Pagosa Springs.

Back in '33 you might have seen this little train waiting at Pagosa Junction on the Durango line of the Denver & Rio Grande narrow gauge. Here you have, in a single car, facilities for passengers, mail, express, l. c. l. freight, and the caboose cupola. Pagosa Springs, a short ride away, was an important sheep center and resort, but the branch line was abandoned because much of the traffic into the region was sent by rail only when the highways were blocked. In severe Winter weather many sheep have been lost since the railroad was pulled up. The nearby Santa Fe Branch, featured in September TRAINS, will be torn up this month, according to reports, again due to lack of sustaining business. Service was discontinued September 1.

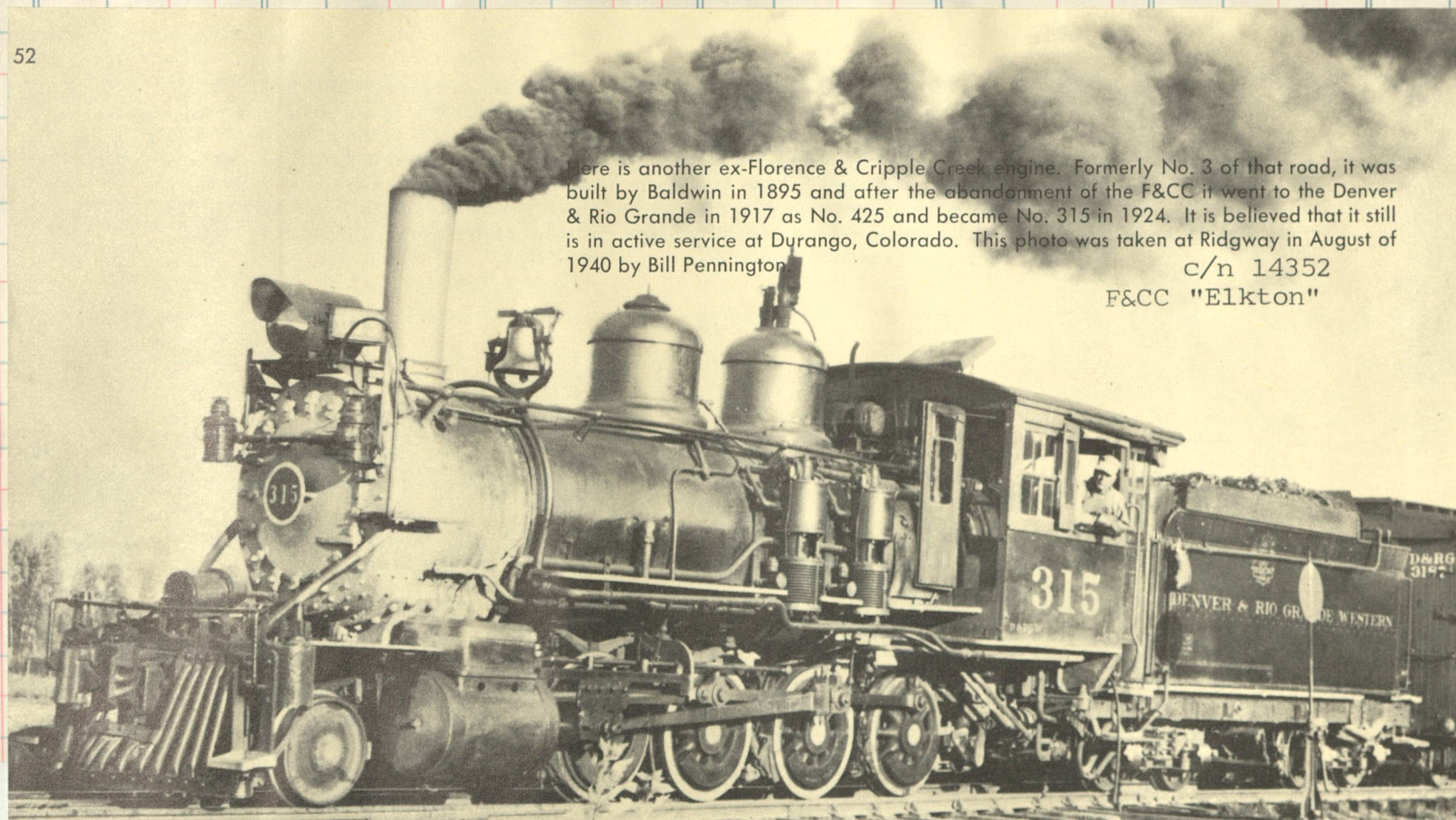


This old mountain veteran had a long and active career. Built as the Florence & Cripple Creek #8, "Goldfield", by Baldwin in 1896 [c/n 14769]. Sold to the D&RG in 1917 and noed 428. Was renoed 318; in 1954 was purchased by C.W.Hauck and finally to the Colorado Railroad Museum in Boulder and put in operational condition. At upper left she works the old Pogosa branch and lower left she is seen wheeling a stock extra near Colona on the Ouray branch in 1951.

316
F&CC #11
"Strong"
Baldwin
1897
#15246

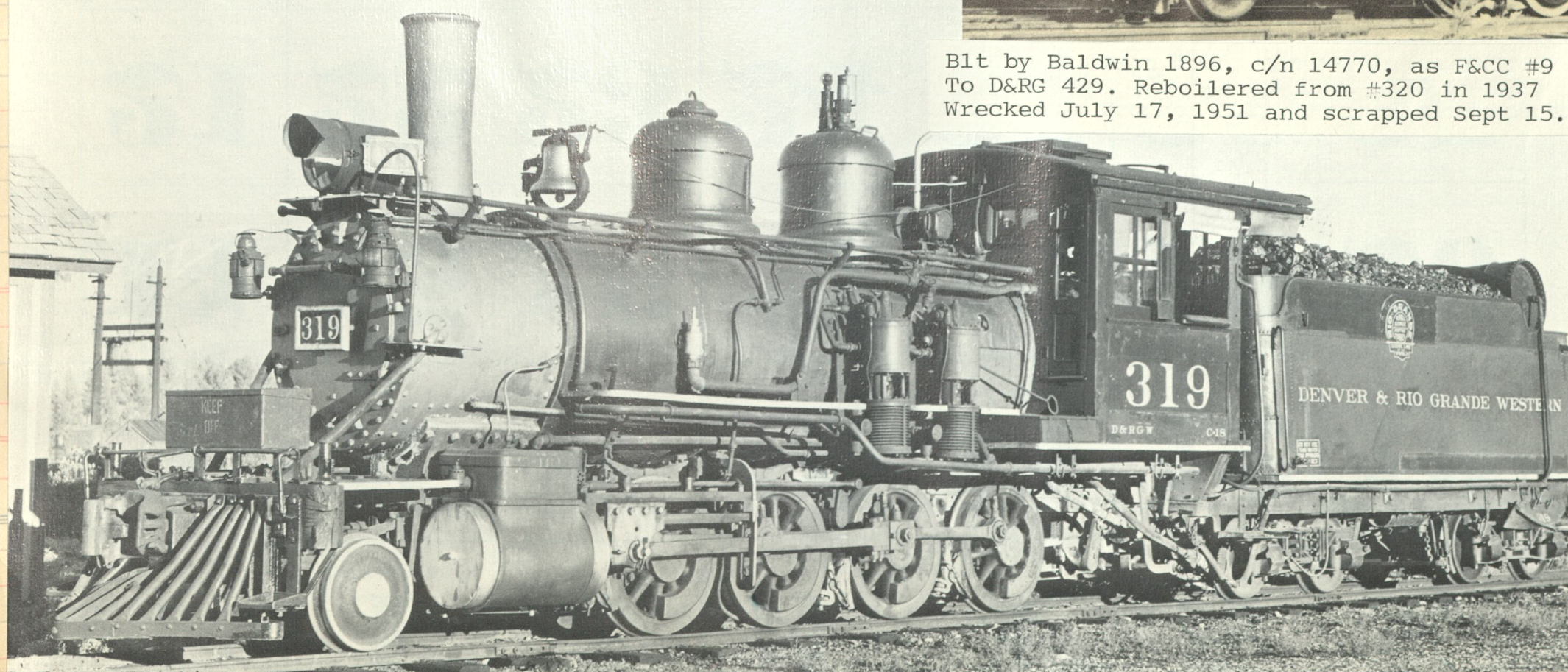


52



Here is another ex-Florence & Cripple Creek engine. Formerly No. 3 of that road, it was built by Baldwin in 1895 and after the abandonment of the F&CC it went to the Denver & Rio Grande in 1917 as No. 425 and became No. 315 in 1924. It is believed that it still is in active service at Durango, Colorado. This photo was taken at Ridgway in August of 1940 by Bill Pennington.
c/n 14352
F&CC "Elkton"

Blt by Baldwin 1896, c/n 14770, as F&CC #9
To D&RG 429. Reboilered from #320 in 1937
Wrecked July 17, 1951 and scrapped Sept 15.



In 1917 the D&RG purchased six 2-8-0's from the abandoned Florence & Cripple Creek and classed them as C-18:-

F&CC	D&RG	D&RGW
7	424	320
3	425	315
11	426	316
5	427	317
8	428	318
9	429	319

Cresco Tank



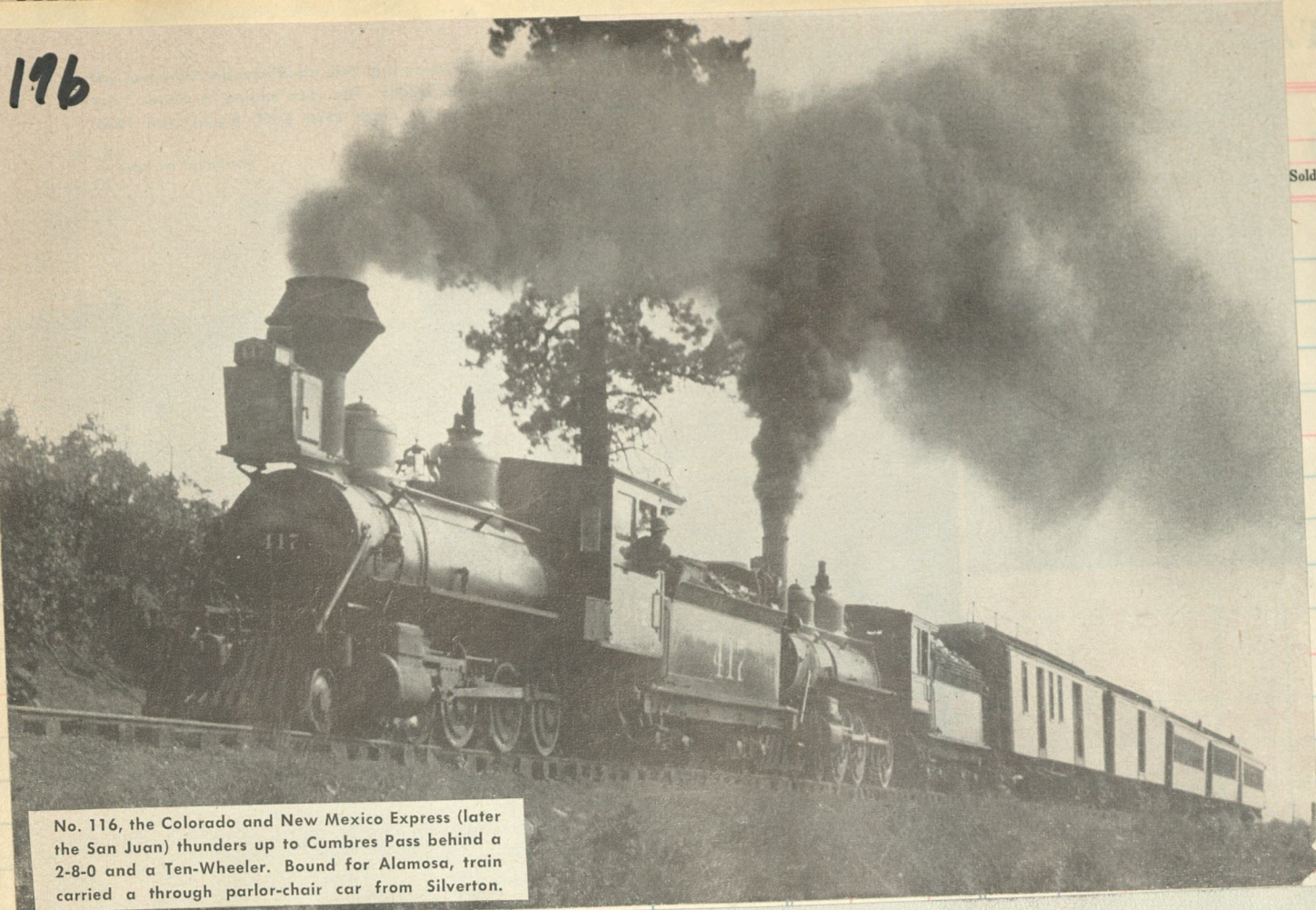
The crew look on from the caboose's rear platform as lead engine No. 493 and pusher No. 483 slog upward around tortuous curves on light rail. This is where steel men and wooden cars battle nature to the railfan's delight.



San Juan Autumn



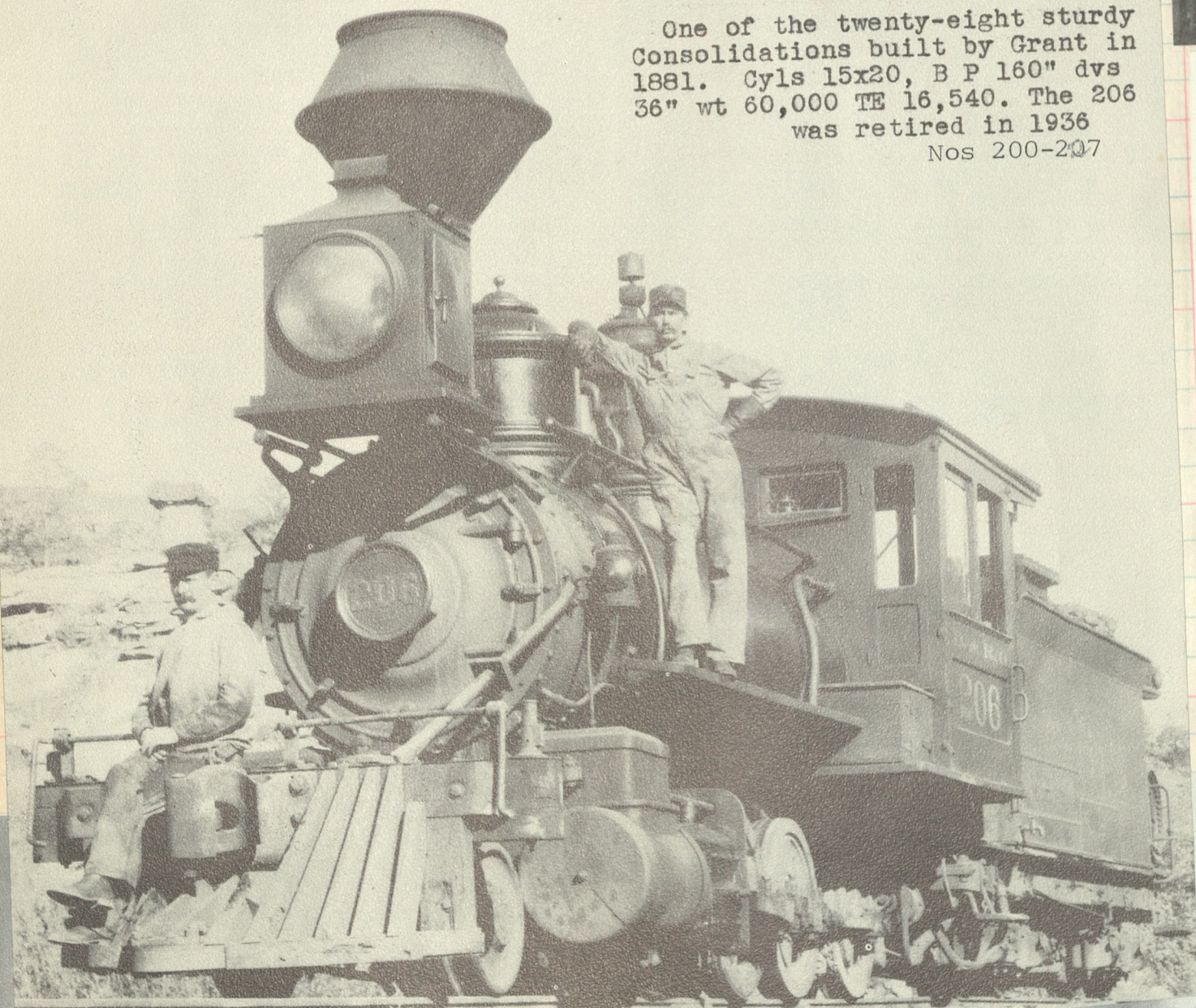
196



No. 116, the Colorado and New Mexico Express (later the San Juan) thunders up to Cumbres Pass behind a 2-8-0 and a Ten-Wheeler. Bound for Alamosa, train carried a through parlor-chair car from Silverton.

"Hillerton"

One of the twenty-eight sturdy Consolidations built by Grant in 1881. Cyls 15x20, B P 160" dvs 36" wt 60,000 TE 16,540. The 206 was retired in 1936
Nos 200-207

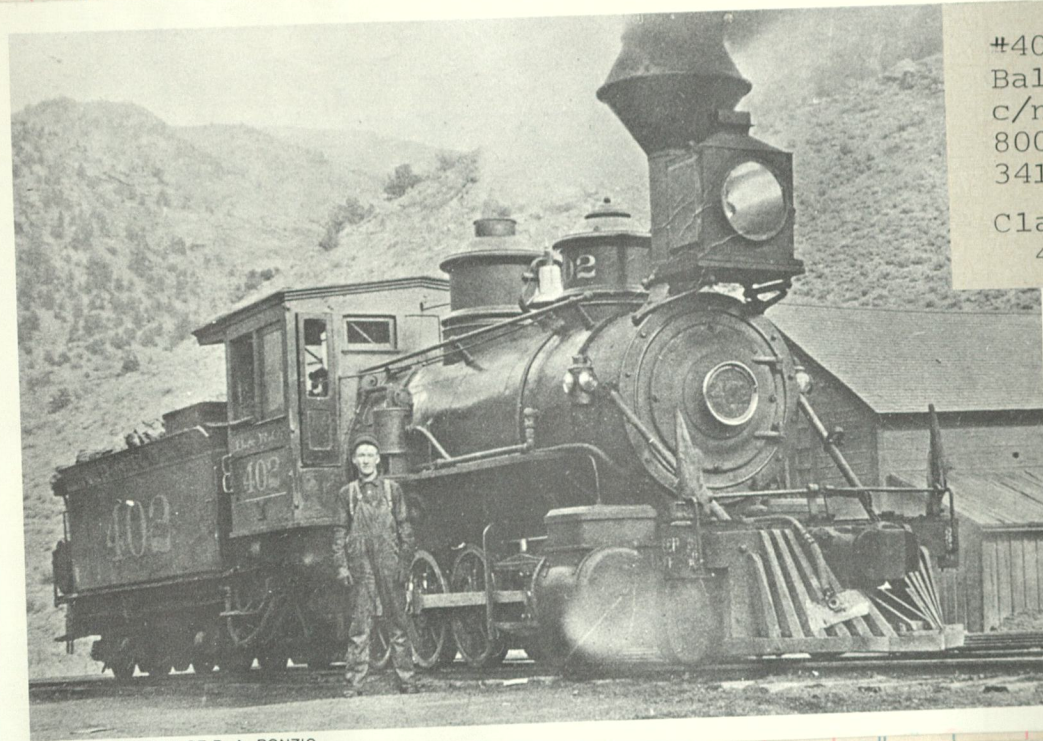


The 206 with her crew near Chama, N.M. 1908

417-422 C-17 Baldwin 1887



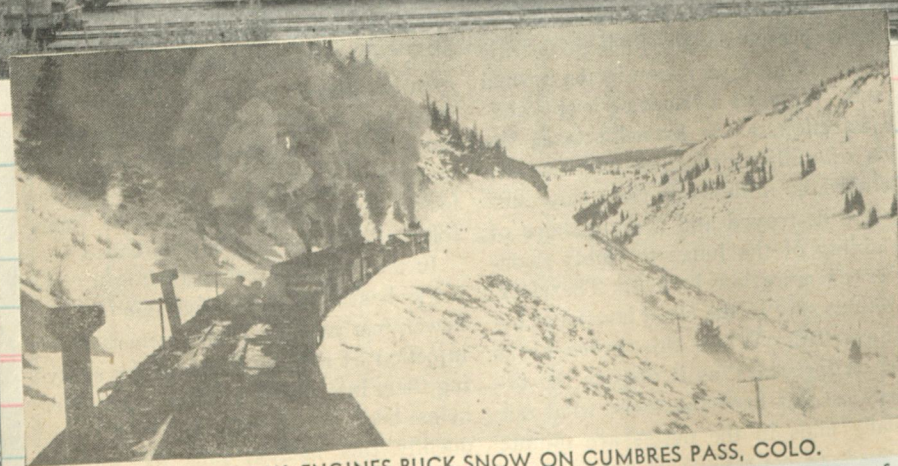
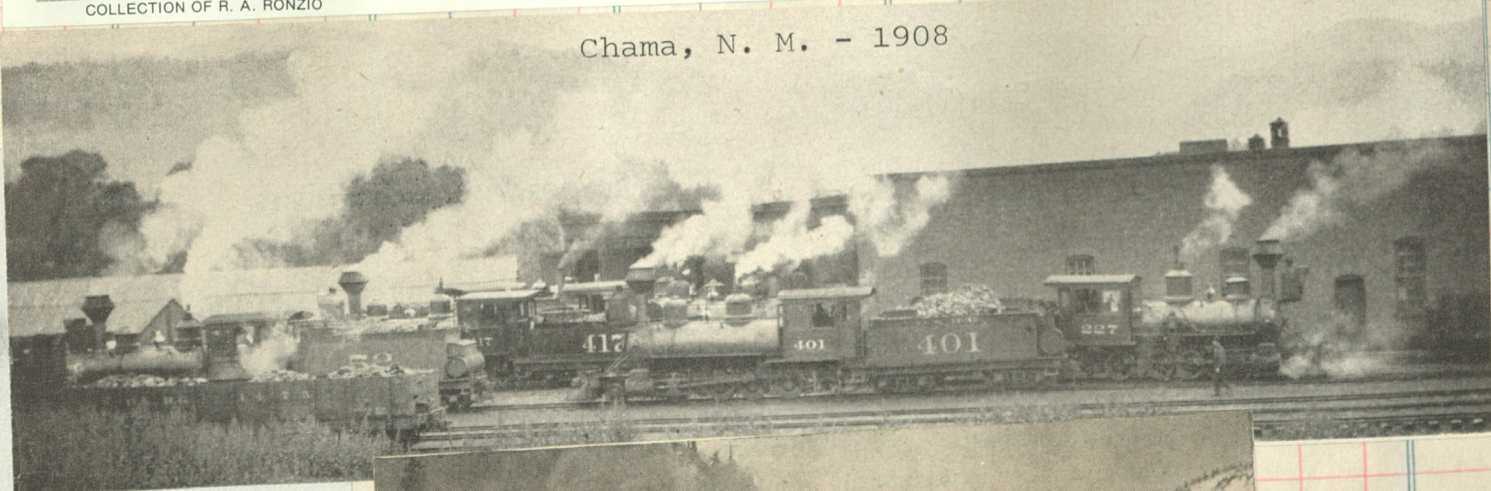
Westbound tonnage ready to leave Chama 1908



COLLECTION OF R. A. RONZIO

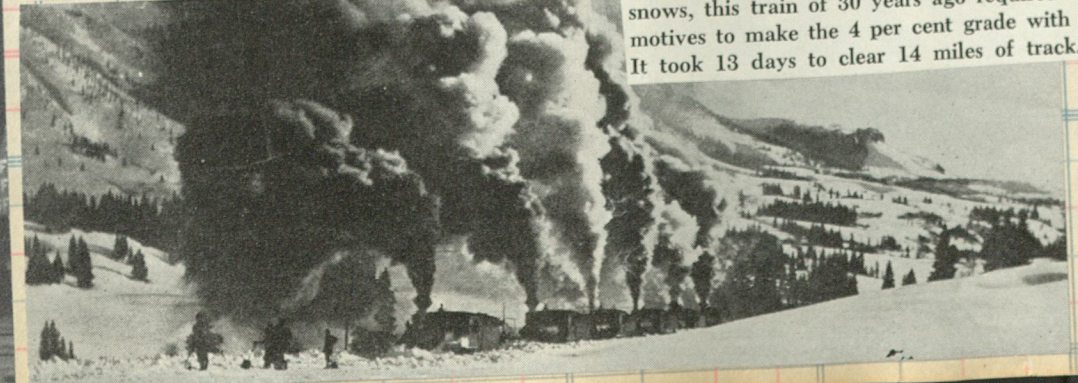
#402 "SHOSHONE"
Baldwin 1881
c/n 5603. Renoed
800,88, 2nd 401,
341. Retired '39.
Class C-19
400-411

Chama, N. M. - 1908



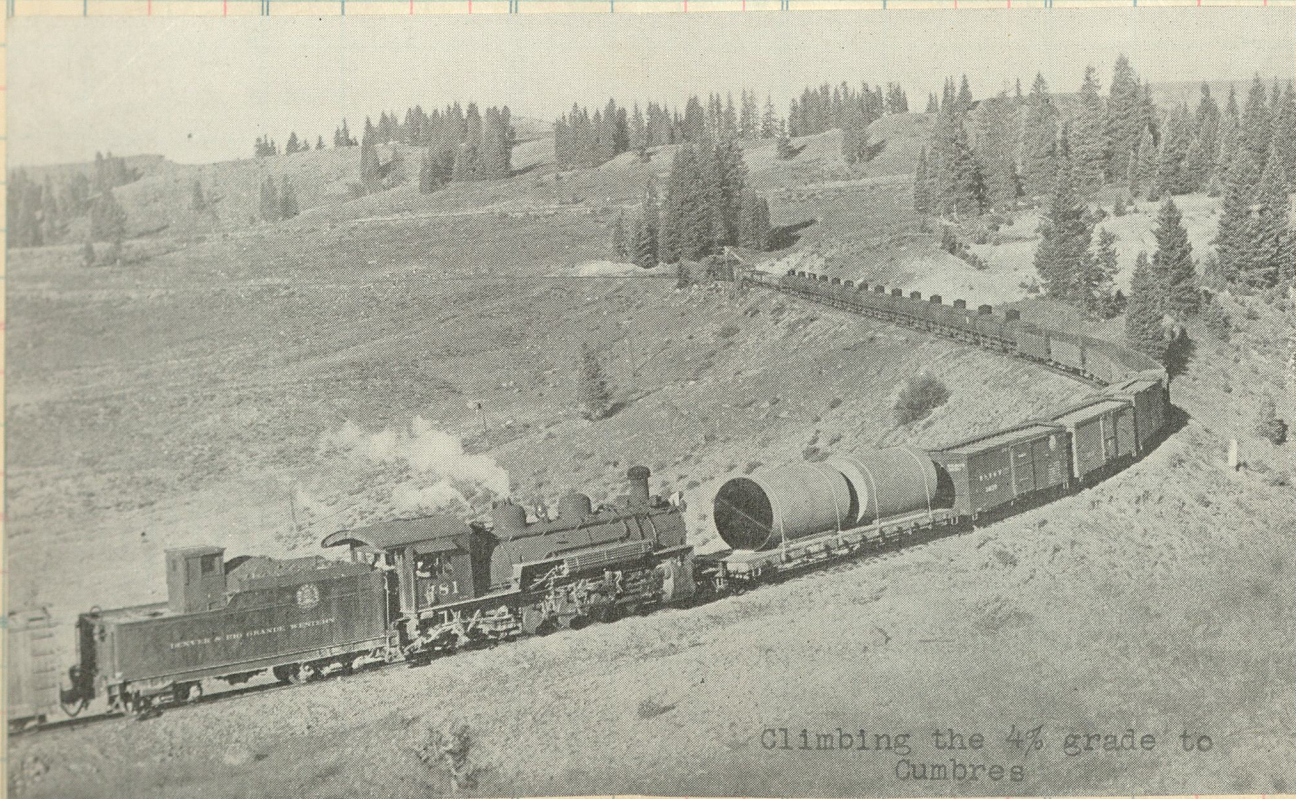
FOUR D. & R.G.W. ENGINES BUCK SNOW ON CUMBRES PASS, COLO.

Approaching Cumbres from the west in heavy snows, this train of 30 years ago required six locomotives to make the 4 per cent grade with a plow. It took 13 days to clear 14 miles of track.

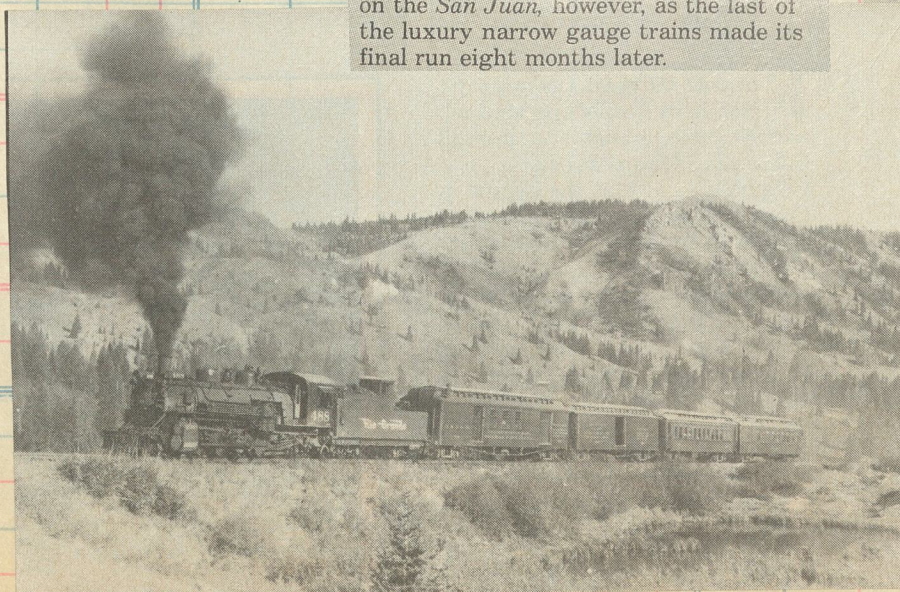




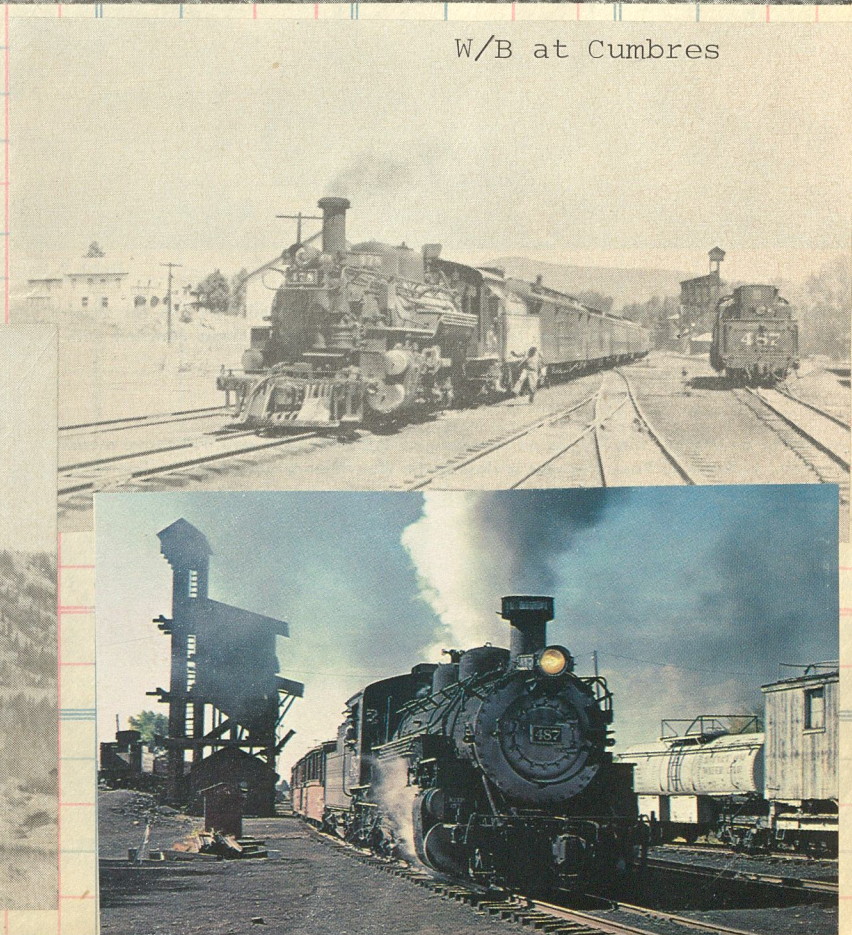
The 495 and 487 dust the slopes east of Chama with pungent bituminous smoke



Climbing the 4% grade to Cumbres

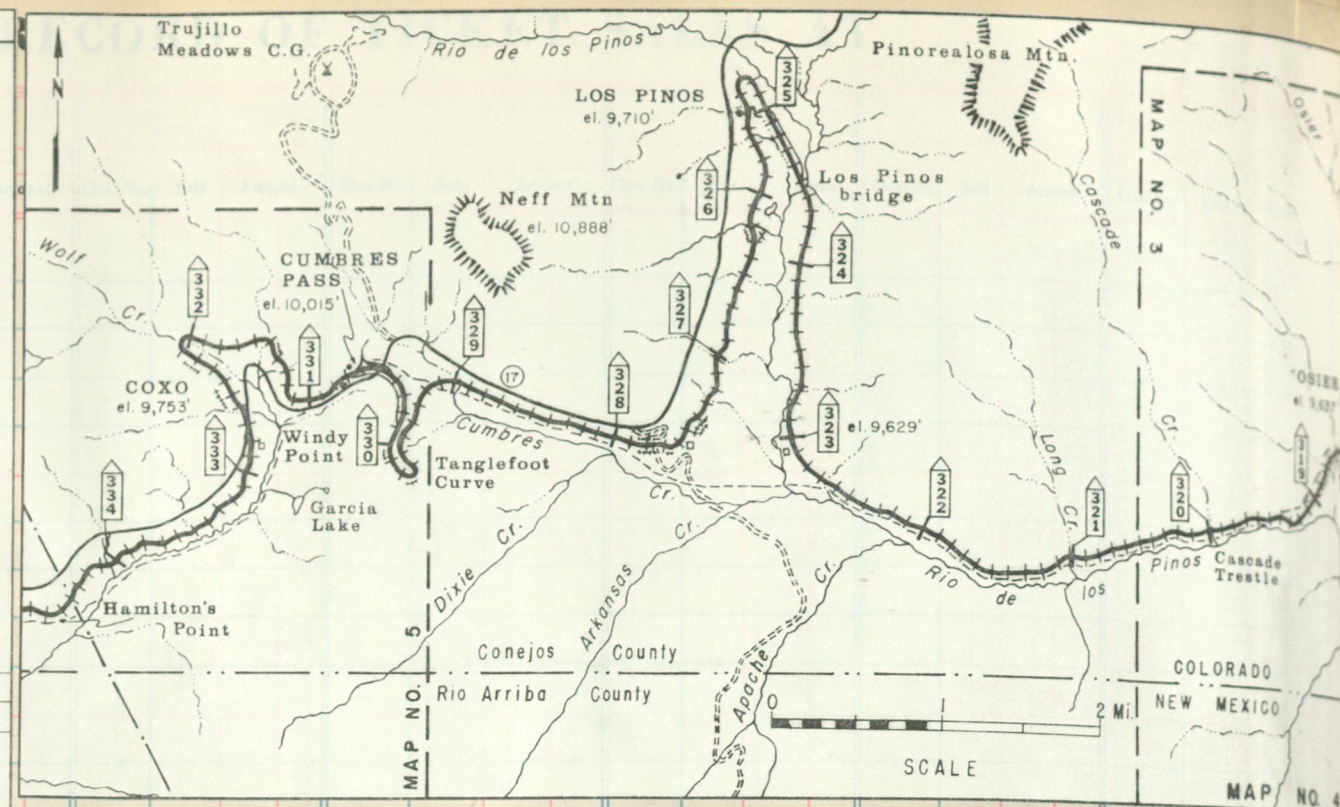


Famed western rail photographer Otto Perry took this classic view of the Denver & Rio Grande Western's *San Juan* heading up the four percent grade of Cumbres Pass below Coxo, Colorado, on June 14, 1950. Time was running out on the *San Juan*, however, as the last of the luxury narrow gauge trains made its final run eight months later.

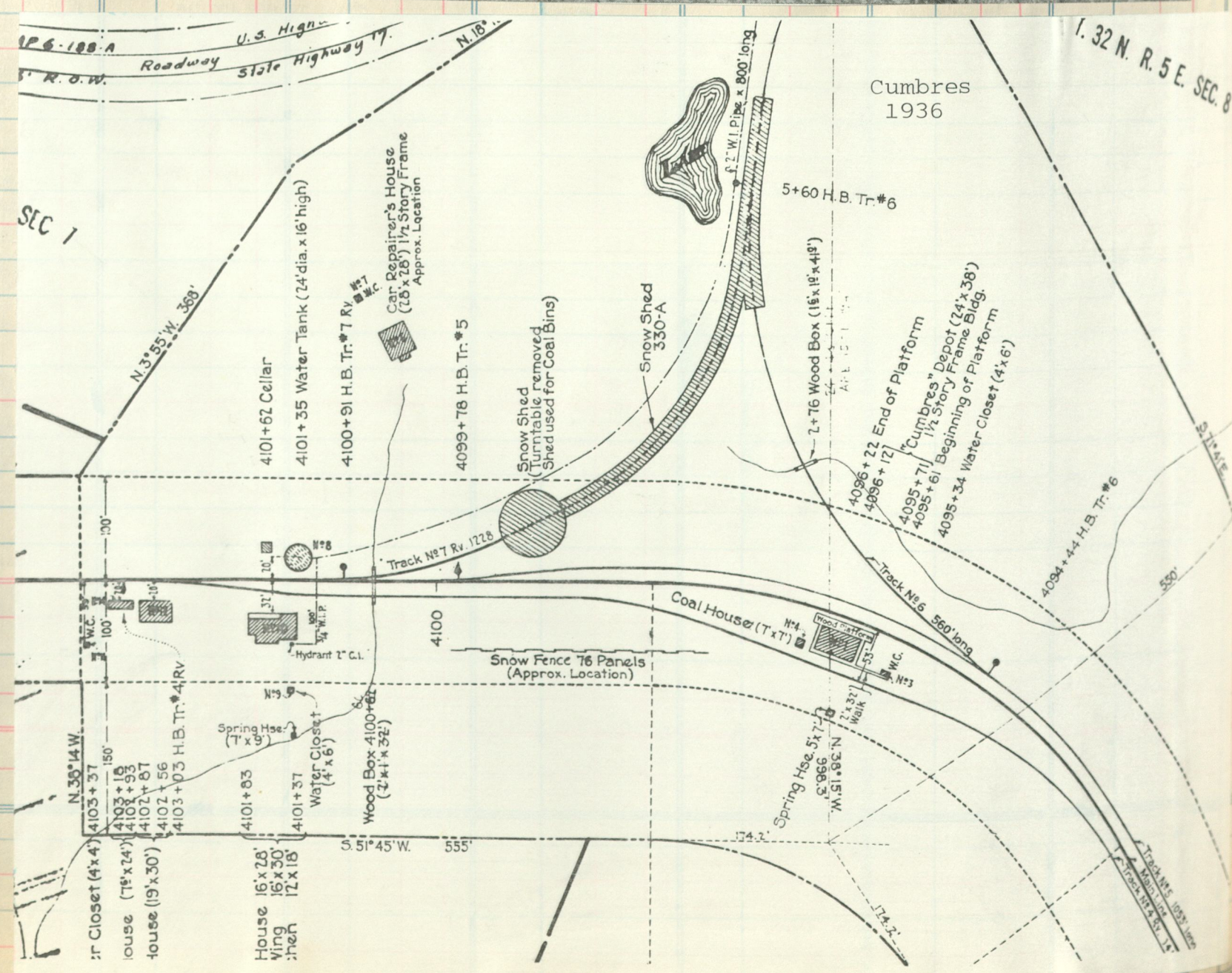
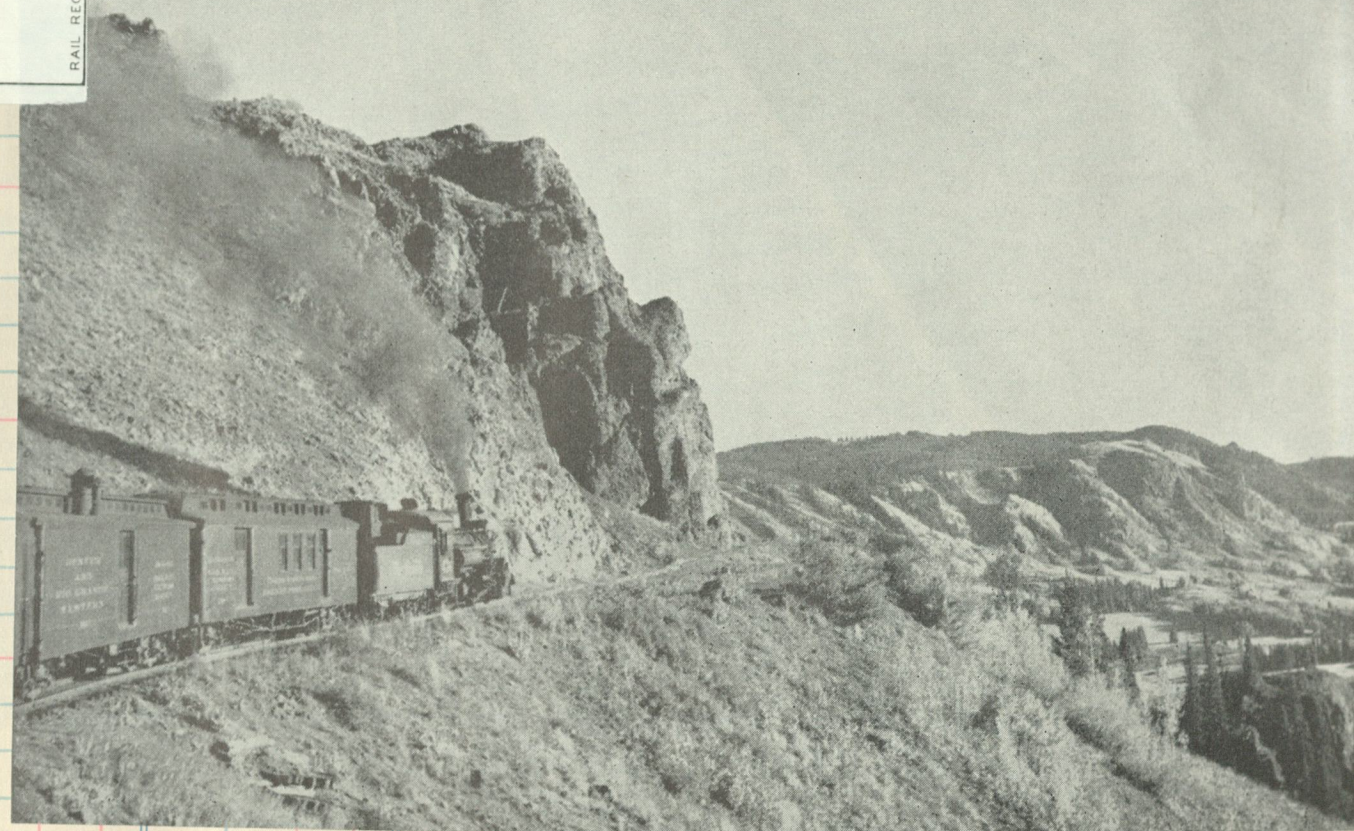


W/B at Cumbres

Built Narrow Gauge in 1880, 3RI from Alamosa to Antonito in 1901



WINDY POINT





A pair of helpers that have turned on the wye and are ready to return to Chama. The building is former residence of the section boss.

Milepost No. **330.60** CUMBRES, COLORADO, el. 10,015 feet. Cumbres means "crests" or "summits" in Spanish. During construction days, the station was referred to as Alta. Grading crews reached Alta September 31, 1880 and the San Juan Extension was opened for travel from Antonito to Cumbres (or Alta) on December 15, 1880. When the D&RG completed the line over Cumbres, it was one of the highest railroad tracks in the United States.



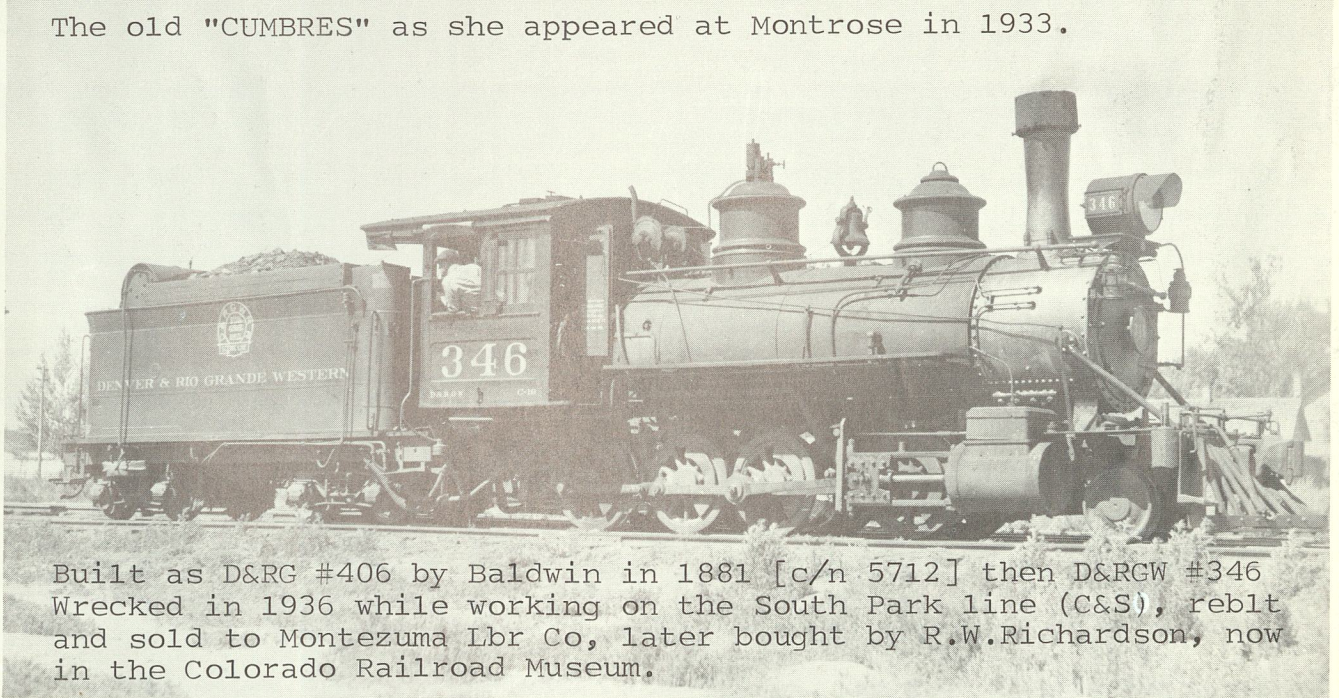
CUMBRES PASS: While Conductor Young fetches fresh drinking water, helper 492 noses out of the snowshed-protected wye to start her return down to Chama.



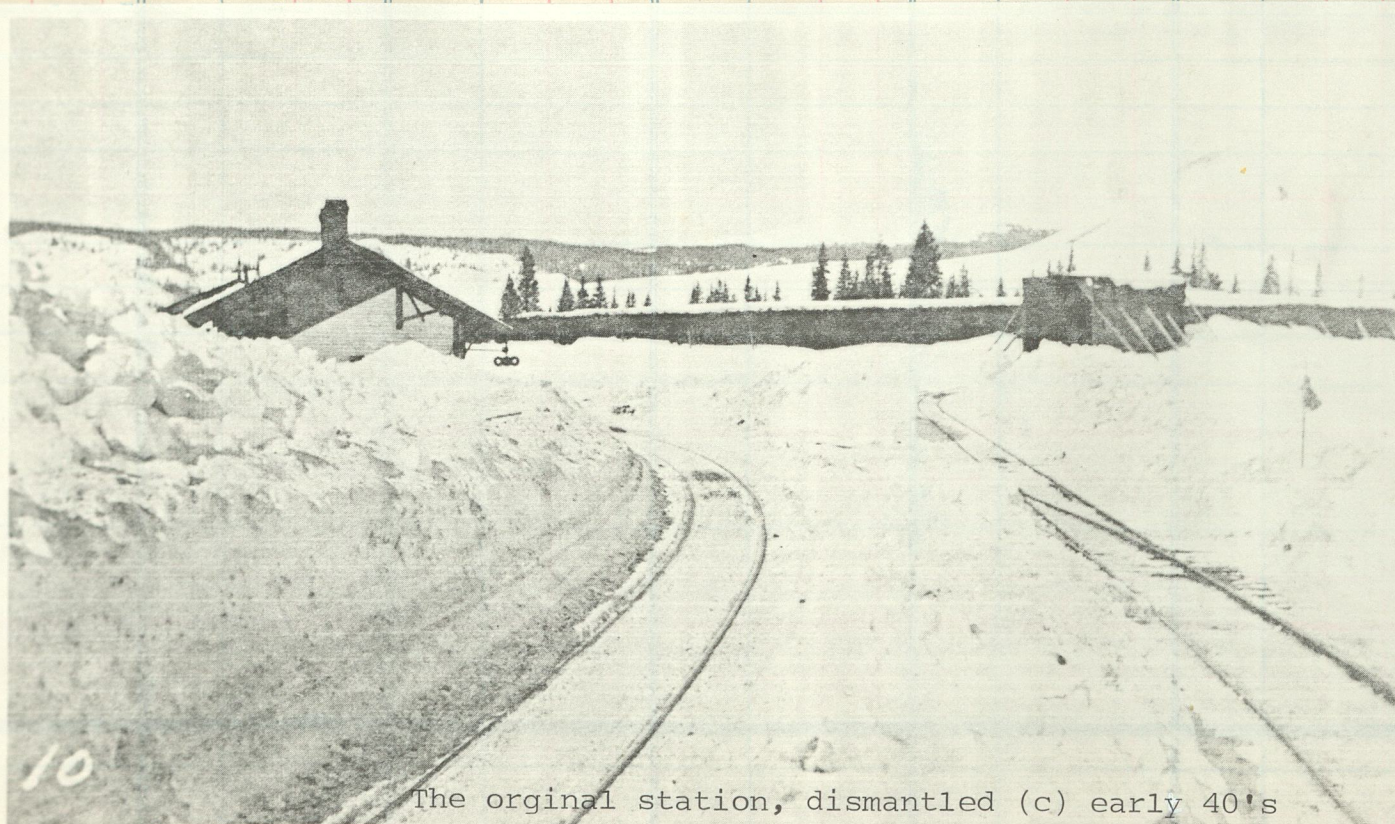
The 483 has been "streamlined" after her combat with a winter storm on a run to Cumbres Jan 21, 1949



At the summit of Cumbres Pass on January 21, 1949, D&RGW narrow gauge flanger plow OC and 2-8-2 #487 work to clear the line for the passage of the San Juan. (Robert W. Richardson)



Built as D&RG #406 by Baldwin in 1881 [c/n 5712] then D&RGW #346 Wrecked in 1936 while working on the South Park line (C&S), rebuilt and sold to Montezuma Lbr Co, later bought by R.W. Richardson, now in the Colorado Railroad Museum.

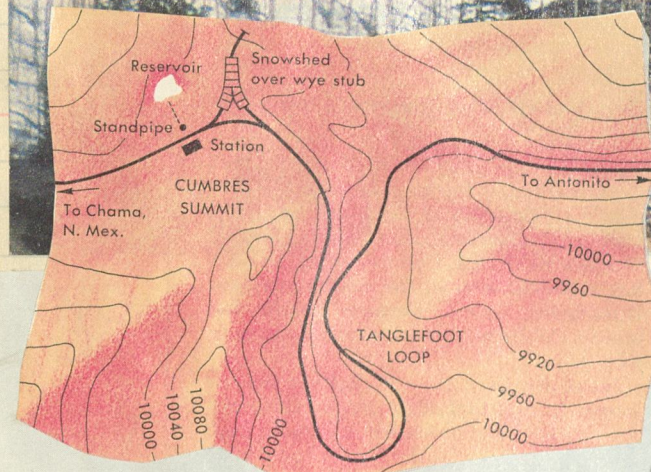


The original station, dismantled (c) early 40's

View looking west at the Cumbres, Colorado depot and covered wye. The two-story depot is more than half buried by the deep winter snows. The order board (signal) on the depot was installed in 1888. This photo was taken about 1910 by C. R. Lively, the agent-operator at Cumbres, whose pictures were available as postcards. (W. D. Joyce collection)



What was once simply a necessary chore has become also something to celebrate. Cumbres Pass, Colo. (elev. 10,015 ft.) was still under some four to five feet of snow when Cumbres & Toltec Scenic RR rotary snowplow OY came by the water plug atop the pass on May 25, 1983, doing its work as it had for decades.

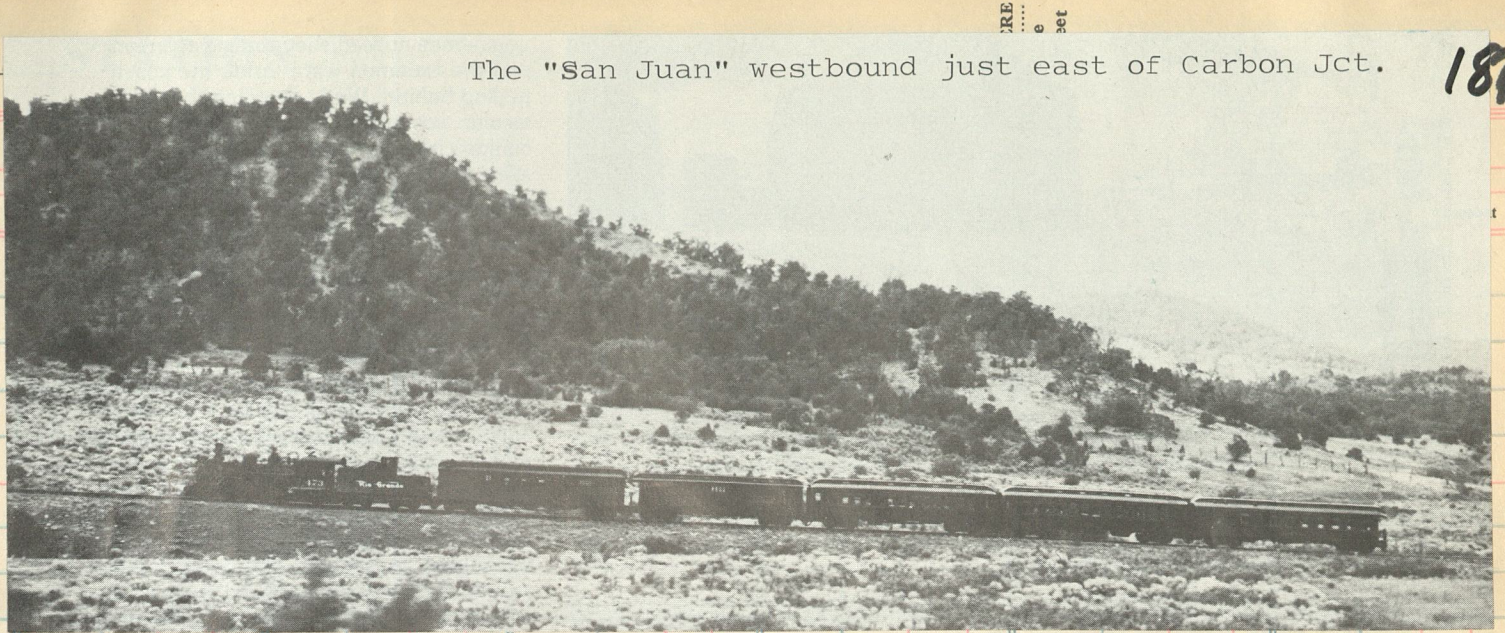


Eastbound from Cumbres, the tracks round the shoulder of land from which this picture was taken and enter a great loop built through the broad meadow. This is Tanglefoot Curve. One engine handles the train when descending, all helpers being sent back light. Train lengths ran as high as 70 cars on this segment and as high as 100 between Antonito and Alamosa. There are 67 freight cars this trip: 10 lumber, 36 box, 7 tank, 8 gondolas, 6 pipe cars, plus the caboose. Snow still lingers in this high country during May of 1953.

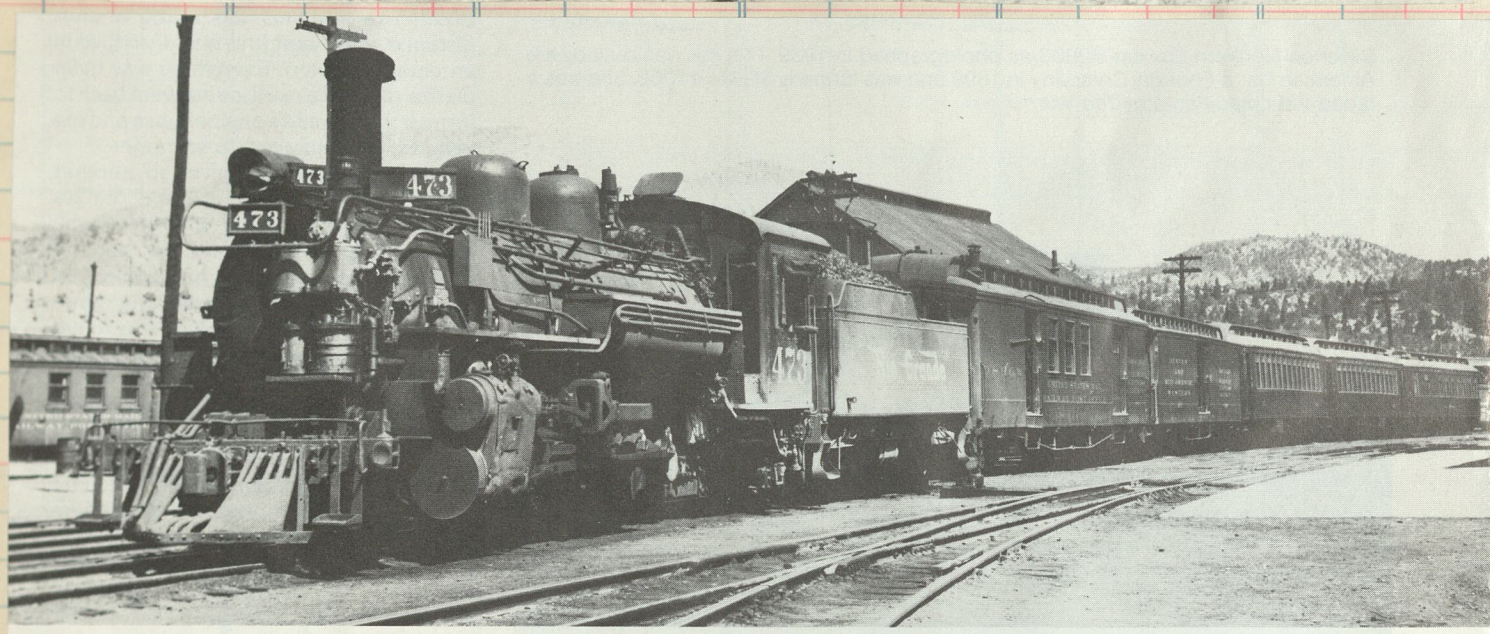
Class No. Sold



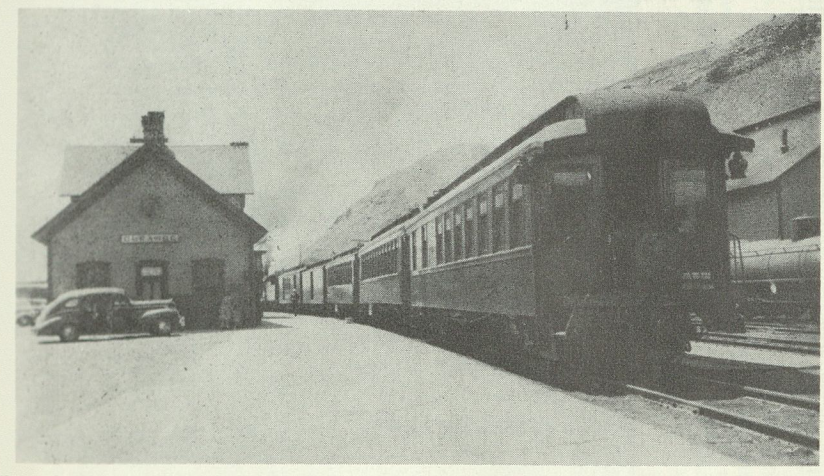
1 Climbing up west side of Cumbres



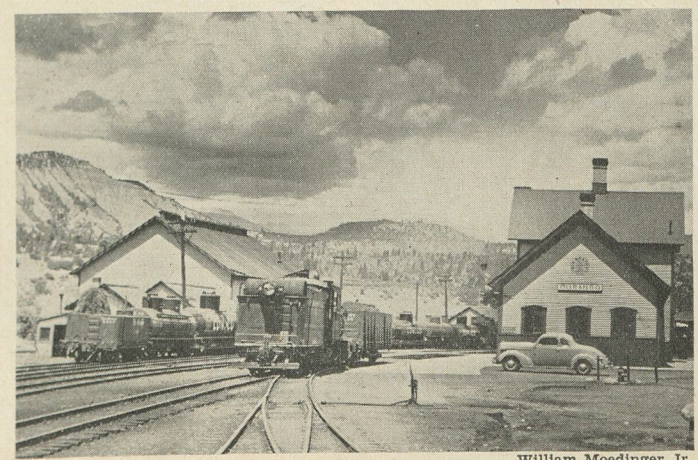
Roundhouse Reveille: the old Rio Grande yard at Durango, Colorado, was once the center of the narrow-gauge steam universe.



The "San Juan" ready to depart in the morning at the Durango station in June 1939. Photo by Doug Richter from the collection of Bert Ward.



When the San Juan ran between Durango and Alamosa it looked like this. Photo was taken at Durango on August 3, 1941. Parlor-observation Alamosa brings up the rear. Car was destroyed in a fire in Durango some years ago.



William Moedinger Jr.

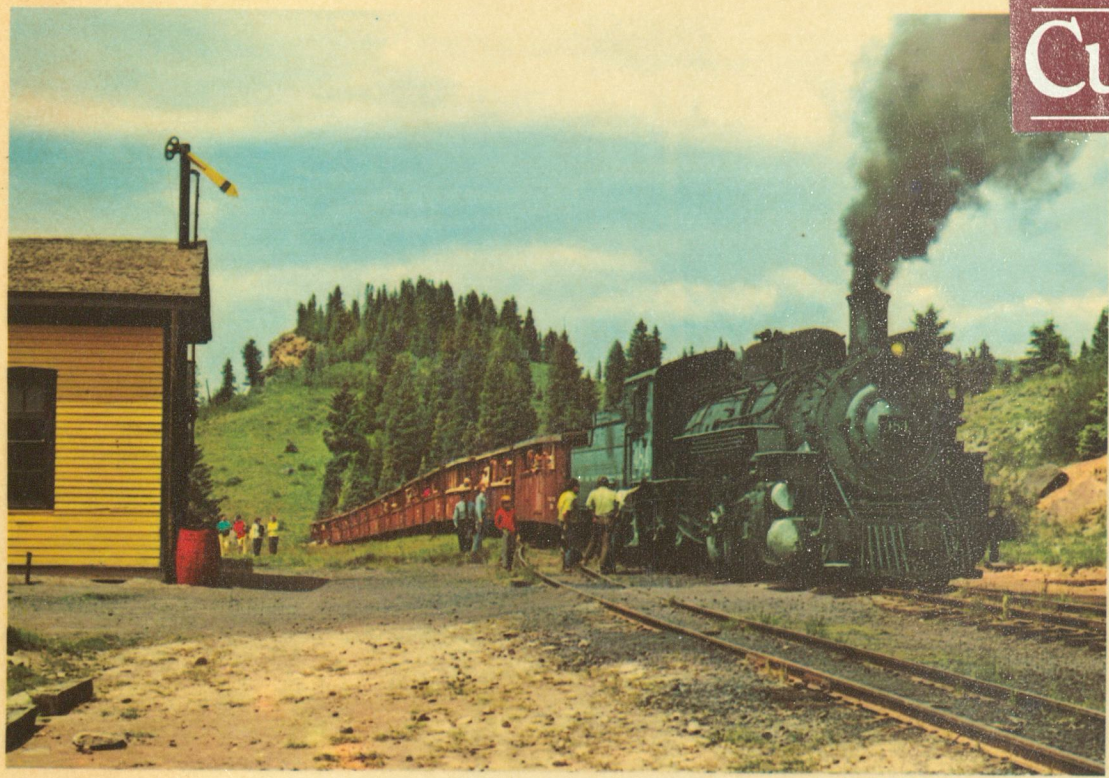


DURANGO

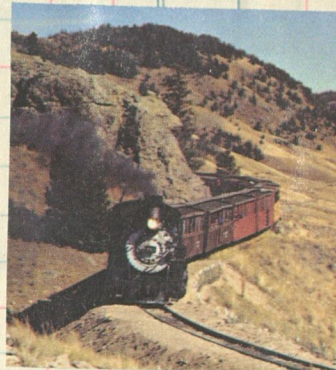


es. No. Sold Amount

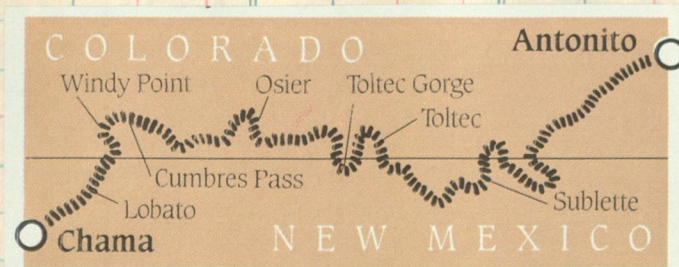
Los Pintos



Cumbres & Toltec



Cascade Trestle



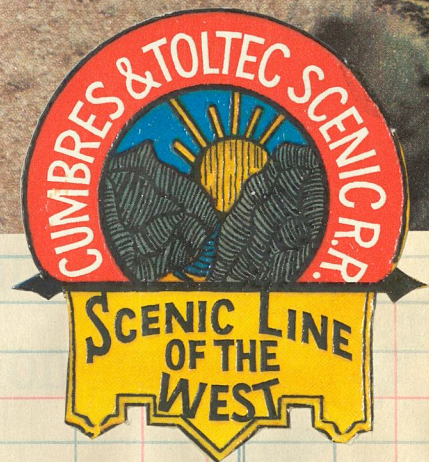
Daily Excursion Trips
through the Scenic Rockies of
Colorado & New Mexico
on North America's longest and highest
**NARROW-GAUGE
STEAM RAILROAD**



Los Pintos
Tank



NOT A MODEL: Former Rio Grande K-36 Mikado 483 brings a 19-car freight around Phantom Curve on a special run on Cumbres & Toltec Scenic on October 21, 1972.



- 482
- 483
- 484
- 487
- 488
- 489
- 492
- 494
- 495





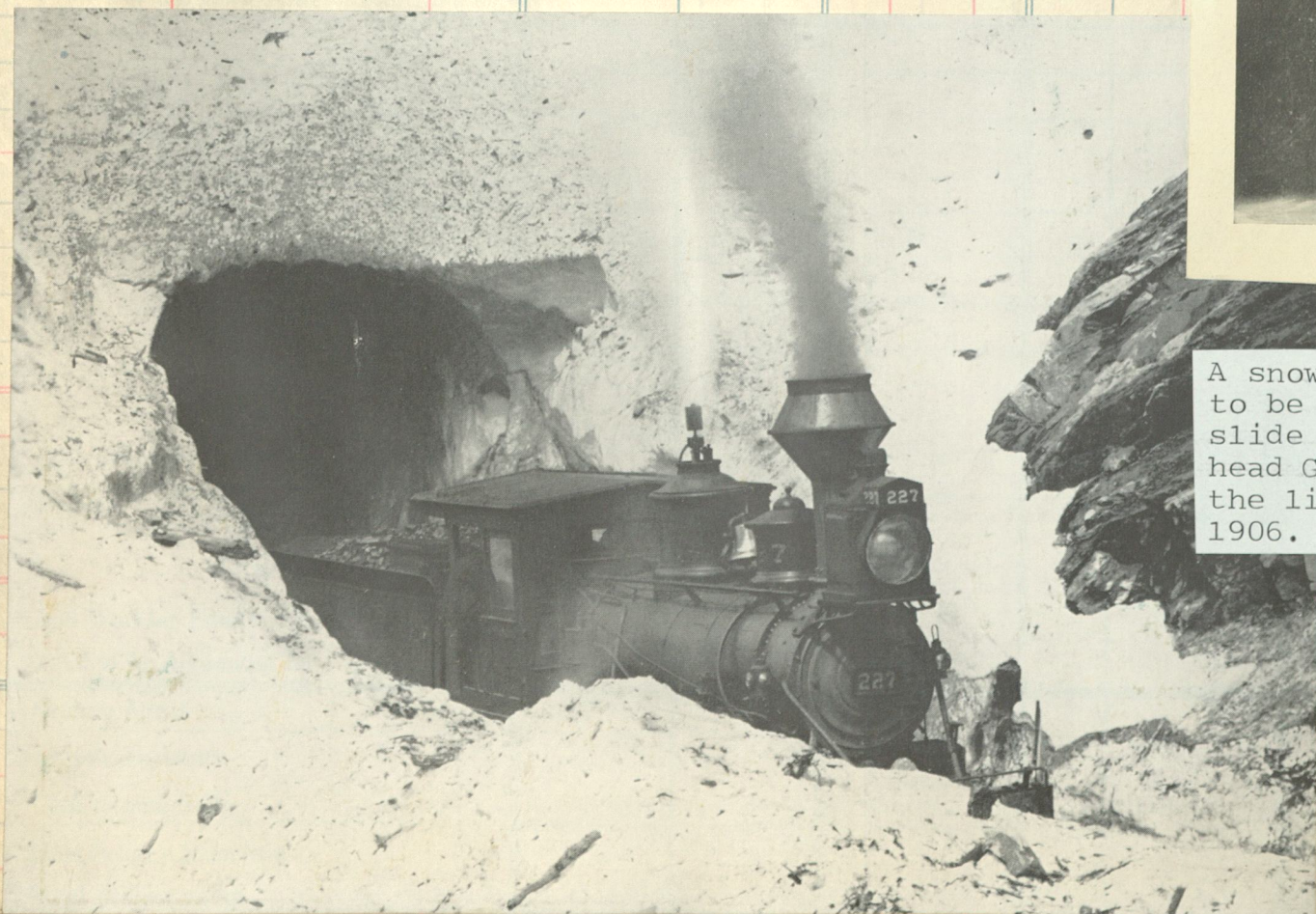
Denver & Rio Grande Western's most remote train squeezes up the gorge of Rio de Las Animas Perdidas twice a week.



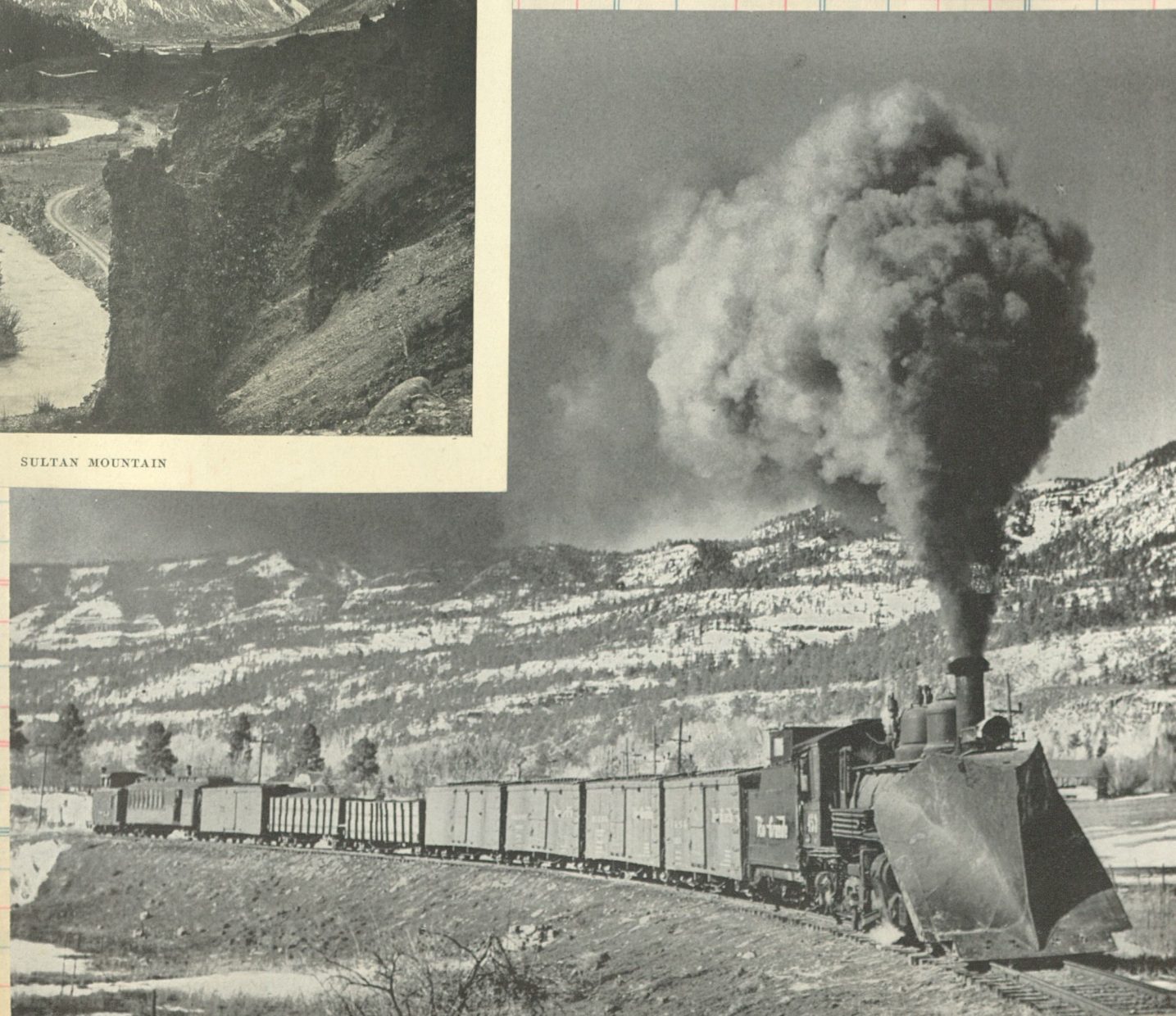
The 453, with Trn 462 announces her arrival at Durango.



SULTAN MOUNTAIN



A snow tunnel had to be bored thru a slide near White-head Gulch to open the line in April 1906.



Live
a little history
on the
D&SNG

ride the
**Narrow Gauge
SILVERTON TRAIN**
Durango to Silverton
Colorado

Where many were, but few remain
Of old familiar things,
But seeing them to mind again
The lost and absent brings.

- 473
- 476
- 478
- 480
- 481
- 493
- 497
- 498
- 499



In March 1981 the Rio Grande sold its narrow-gauge Silverton Line to Charles Bradshaw's Florida citrus corporation, High Acres, Inc., for a reported \$2.2 million. Mr. Bradshaw has big plans for the scenic 45-mile road, including year-round operation starting in November 1981. As a first step, the three K-28 Class locomotives were stripped of their dummy diamond stacks installed by the D&RGW to give them an "old time" look. The line has been renamed the Durango & Silverton Narrow Gauge (D&SNG). One of the larger engines in storage, K-36 No. 481, was put back in service on August 12, 1981, and two others, Nos. 493 and 498, were scheduled to start service in the fall of 1981. To aid in the overall restoration work, a new car shop is under construction and Bradshaw plans to build or restore rolling stock on site. He may also rebuild some of the previously demolished stalls in the enginehouse. It is Bradshaw's stated intention, in all of this, to maintain the traditional atmosphere of the line.



Denver, Northwestern & Pacific Railway
1904 - 1913
Denver & Salt Lake Railway
1913 - 1946

New

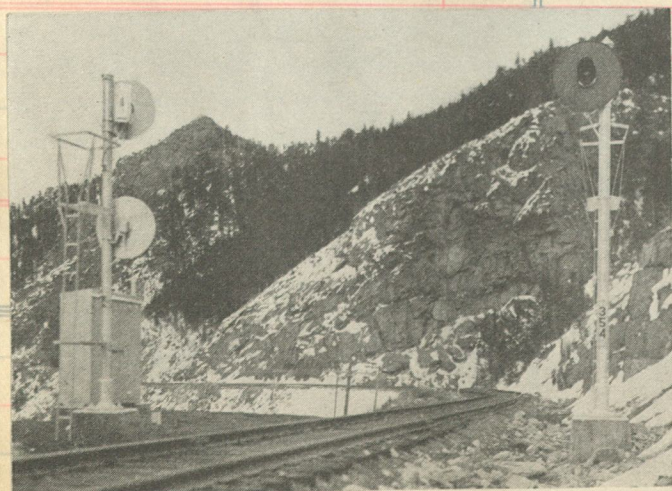
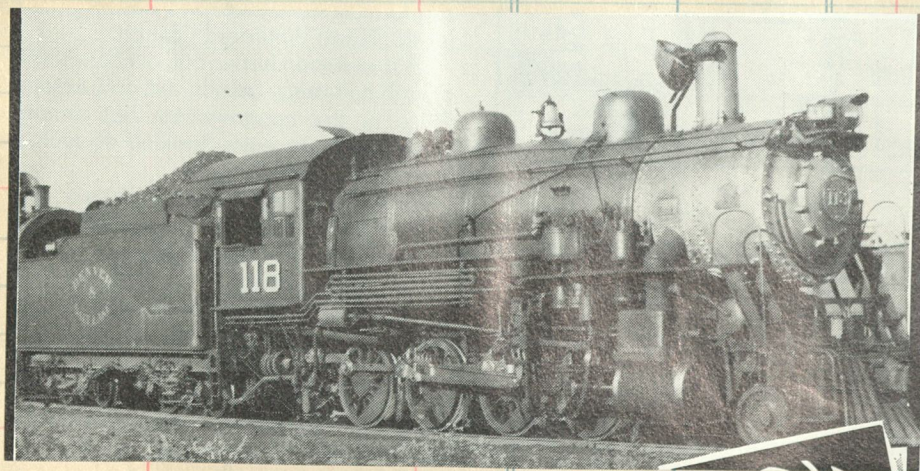
FORM

DENVER AND SALT LAKE

"THE MOFFAT ROAD"

ILLUSTRATING
ITS MARVELOUS SCENERY
AND
UNEQUALLED ONE DAY TRIPS

To the D&RGW
March 1947

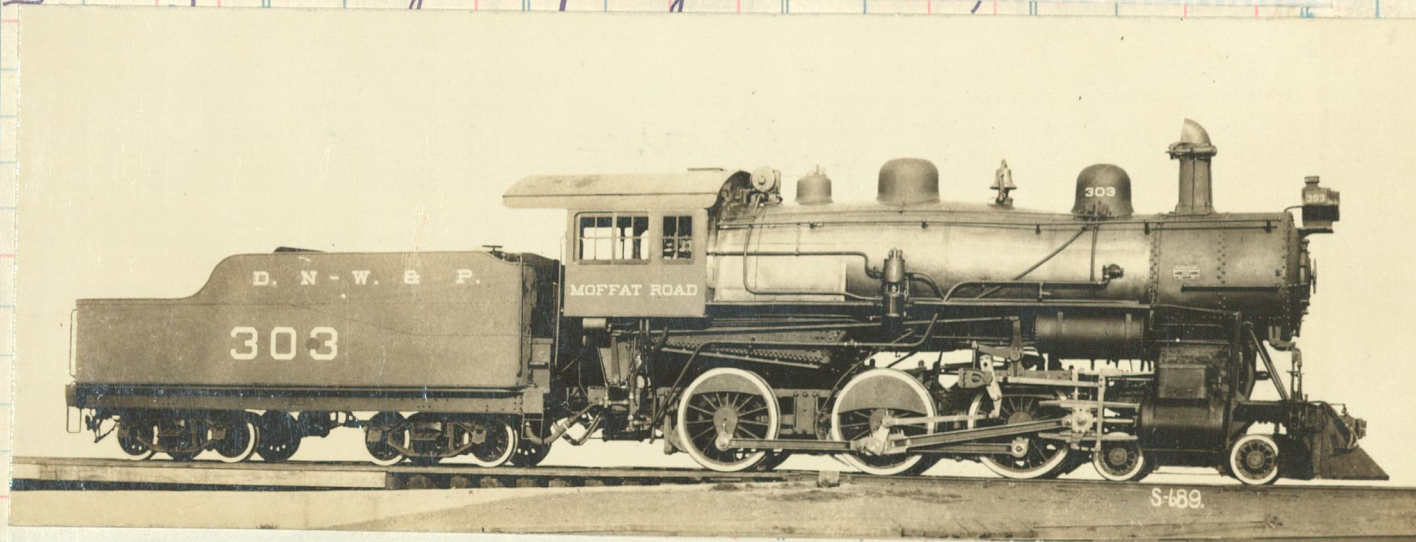


Automatic Signals on the Denver & Salt Lake 1941



Tunnel 29

Screaming thru the curves of South Boulder Canyon, near Tunnel 29, No. 1, the daily passenger to Craig swings along behind Eng 303, a sure footed Ten wheeler.



The 303 as she looked at the Schenectady plant in 1910

THE DENVER & SALT LAKE RAILWAY COMPANY.

"The Moffat Road"

WILSON MCCARTHY, President,
R. W. MASON, Vice-President,
O. M. STEVENS, Vice-President,
E. L. BLOCK, General Counsel,
A. E. DODD, Treasurer,
D. C. BROMFIELD, Secretary,
L. L. PRATER, Auditor,
F. J. TONER, Traffic Manager,
A. L. JOHNSON, General Superintendent,
W. C. JONES, Chief Engineer,
S. J. WIRZ, Superintendent Telegraph,
T. JACKSON, Superintendent Car Service,
C. E. KELLEY, Purchasing Agent,
W. H. SAGSTETER, Assistant to President in charge of Mechanical Department,

Denver, Colo.
San Francisco, Cal.
Denver, Colo.

Utah Junction, Colo.

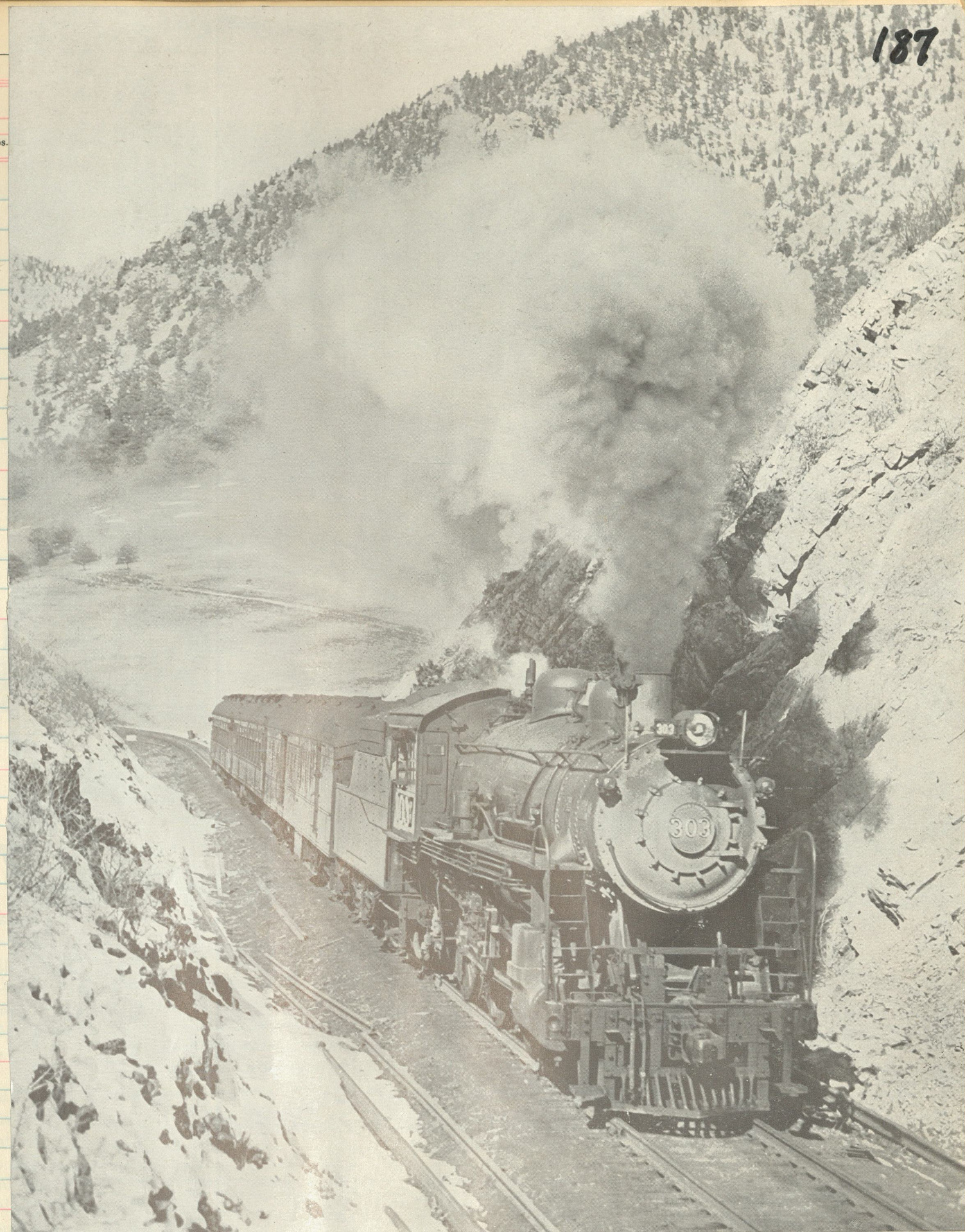
E. C. HOWERTON, Master Mechanic,

Denver, Colo.

No. 1		No. 2	
LEAVE	ARRIVE	LEAVE	ARRIVE
8:00 A.M.	8:50 A.M.	8:00 A.M.	8:50 A.M.
8:15 A.M.	9:05 A.M.	8:15 A.M.	9:05 A.M.
8:30 A.M.	9:20 A.M.	8:30 A.M.	9:20 A.M.
8:45 A.M.	9:35 A.M.	8:45 A.M.	9:35 A.M.
9:00 A.M.	9:50 A.M.	9:00 A.M.	9:50 A.M.
9:15 A.M.	10:05 A.M.	9:15 A.M.	10:05 A.M.
9:30 A.M.	10:20 A.M.	9:30 A.M.	10:20 A.M.
9:45 A.M.	10:35 A.M.	9:45 A.M.	10:35 A.M.
10:00 A.M.	10:50 A.M.	10:00 A.M.	10:50 A.M.
10:15 A.M.	11:05 A.M.	10:15 A.M.	11:05 A.M.
10:30 A.M.	11:20 A.M.	10:30 A.M.	11:20 A.M.
10:45 A.M.	11:35 A.M.	10:45 A.M.	11:35 A.M.
11:00 A.M.	11:50 A.M.	11:00 A.M.	11:50 A.M.
11:15 A.M.	12:05 P.M.	11:15 A.M.	12:05 P.M.
11:30 A.M.	12:20 P.M.	11:30 A.M.	12:20 P.M.
11:45 A.M.	12:35 P.M.	11:45 A.M.	12:35 P.M.
12:00 P.M.	12:50 P.M.	12:00 P.M.	12:50 P.M.
12:15 P.M.	1:05 P.M.	12:15 P.M.	1:05 P.M.
12:30 P.M.	1:20 P.M.	12:30 P.M.	1:20 P.M.
12:45 P.M.	1:35 P.M.	12:45 P.M.	1:35 P.M.
1:00 P.M.	1:50 P.M.	1:00 P.M.	1:50 P.M.
1:15 P.M.	2:05 P.M.	1:15 P.M.	2:05 P.M.
1:30 P.M.	2:20 P.M.	1:30 P.M.	2:20 P.M.
1:45 P.M.	2:35 P.M.	1:45 P.M.	2:35 P.M.
2:00 P.M.	2:50 P.M.	2:00 P.M.	2:50 P.M.
2:15 P.M.	3:05 P.M.	2:15 P.M.	3:05 P.M.
2:30 P.M.	3:20 P.M.	2:30 P.M.	3:20 P.M.
2:45 P.M.	3:35 P.M.	2:45 P.M.	3:35 P.M.
3:00 P.M.	3:50 P.M.	3:00 P.M.	3:50 P.M.
3:15 P.M.	4:05 P.M.	3:15 P.M.	4:05 P.M.
3:30 P.M.	4:20 P.M.	3:30 P.M.	4:20 P.M.
3:45 P.M.	4:35 P.M.	3:45 P.M.	4:35 P.M.
4:00 P.M.	4:50 P.M.	4:00 P.M.	4:50 P.M.
4:15 P.M.	5:05 P.M.	4:15 P.M.	5:05 P.M.
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7:00 P.M.	7:50 P.M.	7:00 P.M.	7:50 P.M.
7:15 P.M.	8:05 P.M.	7:15 P.M.	8:05 P.M.
7:30 P.M.	8:20 P.M.	7:30 P.M.	8:20 P.M.
7:45 P.M.	8:35 P.M.	7:45 P.M.	8:35 P.M.
8:00 P.M.	8:50 P.M.	8:00 P.M.	8:50 P.M.
8:15 P.M.	9:05 P.M.	8:15 P.M.	9:05 P.M.
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8:45 P.M.	9:35 P.M.	8:45 P.M.	9:35 P.M.
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9:45 P.M.	10:35 P.M.	9:45 P.M.	10:35 P.M.
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10:15 P.M.	11:05 P.M.	10:15 P.M.	11:05 P.M.
10:30 P.M.	11:20 P.M.	10:30 P.M.	11:20 P.M.
10:45 P.M.	11:35 P.M.	10:45 P.M.	11:35 P.M.
11:00 P.M.	11:50 P.M.	11:00 P.M.	11:50 P.M.
11:15 P.M.	12:05 A.M.	11:15 P.M.	12:05 A.M.
11:30 P.M.	12:20 A.M.	11:30 P.M.	12:20 A.M.
11:45 P.M.	12:35 A.M.	11:45 P.M.	12:35 A.M.
12:00 A.M.	12:50 A.M.	12:00 A.M.	12:50 A.M.
12:15 A.M.	1:05 A.M.	12:15 A.M.	1:05 A.M.
12:30 A.M.	1:20 A.M.	12:30 A.M.	1:20 A.M.
12:45 A.M.	1:35 A.M.	12:45 A.M.	1:35 A.M.
1:00 A.M.	1:50 A.M.	1:00 A.M.	1:50 A.M.
1:15 A.M.	2:05 A.M.	1:15 A.M.	2:05 A.M.
1:30 A.M.	2:20 A.M.	1:30 A.M.	2:20 A.M.
1:45 A.M.	2:35 A.M.	1:45 A.M.	2:35 A.M.
2:00 A.M.	2:50 A.M.	2:00 A.M.	2:50 A.M.
2:15 A.M.	3:05 A.M.	2:15 A.M.	3:05 A.M.
2:30 A.M.	3:20 A.M.	2:30 A.M.	3:20 A.M.
2:45 A.M.	3:35 A.M.	2:45 A.M.	3:35 A.M.
3:00 A.M.	3:50 A.M.	3:00 A.M.	3:50 A.M.
3:15 A.M.	4:05 A.M.	3:15 A.M.	4:05 A.M.
3:30 A.M.	4:20 A.M.	3:30 A.M.	4:20 A.M.
3:45 A.M.	4:35 A.M.	3:45 A.M.	4:35 A.M.
4:00 A.M.	4:50 A.M.	4:00 A.M.	4:50 A.M.
4:15 A.M.	5:05 A.M.	4:15 A.M.	5:05 A.M.
4:30 A.M.	5:20 A.M.	4:30 A.M.	5:20 A.M.
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6:45 A.M.	7:35 A.M.	6:45 A.M.	7:35 A.M.
7:00 A.M.	7:50 A.M.	7:00 A.M.	7:50 A.M.
7:15 A.M.	8:05 A.M.	7:15 A.M.	8:05 A.M.
7:30 A.M.	8:20 A.M.	7:30 A.M.	8:20 A.M.
7:45 A.M.	8:35 A.M.	7:45 A.M.	8:35 A.M.
8:00 A.M.	8:50 A.M.	8:00 A.M.	8:50 A.M.
8:15 A.M.	9:05 A.M.	8:15 A.M.	9:05 A.M.
8:30 A.M.	9:20 A.M.	8:30 A.M.	9:20 A.M.
8:45 A.M.	9:35 A.M.	8:45 A.M.	9:35 A.M.
9:00 A.M.	9:50 A.M.	9:00 A.M.	9:50 A.M.
9:15 A.M.	10:05 A.M.	9:15 A.M.	10:05 A.M.
9:30 A.M.	10:20 P.M.	9:30 A.M.	10:20 P.M.
9:45 A.M.	10:35 P.M.	9:45 A.M.	10:35 P.M.
10:00 A.M.	10:50 P.M.	10:00 A.M.	10:50 P.M.
10:15 A.M.	11:05 P.M.	10:15 A.M.	11:05 P.M.
10:30 A.M.	11:20 P.M.	10:30 A.M.	11:20 P.M.
10:45 A.M.	11:35 P.M.	10:45 A.M.	11:35 P.M.
11:00 A.M.	11:50 P.M.	11:00 A.M.	11:50 P.M.
11:15 A.M.	12:05 A.M.	11:15 A.M.	12:05 A.M.
11:30 A.M.	12:20 A.M.	11:30 A.M.	12:20 A.M.
11:45 A.M.	12:35 A.M.	11:45 A.M.	12:35 A.M.
12:00 A.M.	12:50 A.M.	12:00 A.M.	12:50 A.M.
12:15 A.M.	1:05 A.M.	12:15 A.M.	1:05 A.M.
12:30 A.M.	1:20 A.M.	12:30 A.M.	1:20 A.M.
12:45 A.M.	1:35 A.M.	12:45 A.M.	1:35 A.M.
1:00 A.M.	1:50 A.M.	1:00 A.M.	1:50 A.M.
1:15 A.M.	2:05 A.M.	1:15 A.M.	2:05 A.M.
1:30 A.M.	2:20 A.M.	1:30 A.M.	2:20 A.M.
1:45 A.M.	2:35 A.M.	1:45 A.M.	2:35 A.M.
2:00 A.M.	2:50 A.M.	2:00 A.M.	2:50 A.M.
2:15 A.M.	3:05 A.M.	2:15 A.M.	3:05 A.M.
2:30 A.M.	3:20 A.M.	2:30 A.M.	3:20 A.M.
2:45 A.M.	3:35 A.M.	2:45 A.M.	3:35 A.M.
3:00 A.M.	3:50 A.M.	3:00 A.M.	3:50 A.M.
3:15 A.M.	4:05 A.M.	3:15 A.M.	4:05 A.M.
3:30 A.M.	4:20 A.M.	3:30 A.M.	4:20 A.M.
3:45 A.M.	4:35 A.M.	3:45 A.M.	4:35 A.M.
4:00 A.M.	4:50 A.M.	4:00 A.M.	4:50 A.M.
4:15 A.M.	5:05 A.M.	4:15 A.M.	5:05 A.M.
4:30 A.M.	5:20 A.M.	4:30 A.M.	5:20 A.M.
4:45 A.M.	5:35 A.M.	4:45 A.M.	5:35 A.M.
5:00 A.M.	5:50 A.M.	5:00 A.M.	5:50 A.M.
5:15 A.M.	6:05 A.M.	5:15 A.M.	6:05 A.M.
5:30 A.M.	6:20 A.M.	5:30 A.M.	6:20 A.M.
5:45 A.M.	6:35 A.M.	5:45 A.M.	6:35 A.M.
6:00 A.M.	6:50 A.M.	6:00 A.M.	6:50 A.M.
6:15 A.M.	7:05 A.M.	6:15 A.M.	7:05 A.M.
6:30 A.M.	7:20 A.M.	6:30 A.M.	7:20 A.M.
6:45 A.M.	7:35 A.M.	6:45 A.M.	7:35 A.M.
7:00 A.M.	7:50 A.M.	7:00 A.M.	7:50 A.M.
7:15 A.M.	8:05 A.M.	7:15 A.M.	8:05 A.M.
7:30 A.M.	8:20 A.M.	7:30 A.M.	8:20 A.M.
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8:00 A.M.	8:50 A.M.	8:00 A.M.	8:50 A.M.
8:15 A.M.	9:05 A.M.	8:15 A.M.	9:05 A.M.
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8:45 A.M.	9:35 A.M.	8:45 A.M.	9:35 A.M.
9:00 A.M.	9:50 A.M.	9:00 A.M.	9:50 A.M.
9:15 A.M.	10:05 A.M.	9:15 A.M.	10:05 A.M.
9:30 A.M.	10:20 P.M.	9:30 A.M.	10:20 P.M.
9:45 A.M.	10:35 P.M.	9:45 A.M.	10:35 P.M.
10:00 A.M.	10:50 P.M.	10:00 A.M.	10:50 P.M.
10:15 A.M.	11:05 P.M.	10:15 A.M.	11:05 P.M.
10:30 A.M.	11:20 P.M.	10:30 A.M.	11:20 P.M.
10:45 A.M.	11:35 P.M.	10:45 A.M.	11:35 P.M.
11:00 A.M.	11:50 P.M.	11:00 A.M.	11:50 P.M.
11:15 A.M.	12:05 A.M.	11:15 A.M.	12:05 A.M.
11:30 A.M.	12:20 A.M.	11:30 A.M.	12:20 A.M.
11:45 A.M.	12:35 A.M.	11:45 A.M.	12:35 A.M.
12:00 A.M.	12:50 A.M.	12:00 A.M.	12:50 A.M.
12:15 A.M.	1:05 A.M.	12:15 A.M.	1:05 A.M.
12:30 A.M.	1:20 A.M.	12:30 A.M.	1:20 A.M.
12:45 A.M.	1:35 A.M.	12:45 A.M.	1:35 A.M.
1:00 A.M.	1:50 A.M.	1:00 A.M.	1:50 A.M.
1:15 A.M.	2:05 A.M.	1:15 A.M.	2:05 A.M.
1:30 A.M.	2:20 A.M.	1:30 A.M.	2:20 A.M.
1:45 A.M.	2:35 A.M.	1:45 A.M.	2:35 A.M.
2:00 A.M.	2:50 A.M.	2:00 A.M.	2:50 A.M.
2:15 A.M.	3:05 A.M.	2:15 A.M.	3:05 A.M.
2:30 A.M.	3:20 A.M.	2:30 A.M.	3:20 A.M.
2:45 A.M.	3:35 A.M.	2:45 A.M.	3:35 A.M.
3:00 A.M.	3:50 A.M.	3:00 A.M.	3:50 A.M.
3:15 A.M.	4:05 A.M.	3:15 A.M.	4:05 A.M.
3:30 A.M.	4:20 A.M.	3:30 A.M.	4:20 A.M.
3:45 A.M.	4:35 A.M.	3:45 A.M.	4:35 A.M.
4:00 A.M.	4:50 A.M.	4:00 A.M.	4:50 A.M.
4:15 A.M.	5:05 A.M.	4:15 A.M.	5:05 A.M.
4:30 A.M.	5:20 A.M.	4:30 A.M.	5:20 A.M.
4:45 A.M.	5:35 A.M.	4:45 A.M.	5:35 A.M.
5:00 A.M.	5:50 A.M.	5:00 A.M.	5:50 A.M.
5:15 A.M.	6:05 A.M.	5:15 A.M.	6:05 A.M.
5:30 A.M.	6:20 A.M.	5:30 A.M.	6:20 A.M.
5:45 A.M.	6:35 A.M.	5:45 A.M.	6:35 A.M.
6:00 A.M.	6:50 A.M.	6:00 A.M.	6:50 A.M.
6:15 A.M.	7:05 A.M.	6:15 A.M.	7:05 A.M.
6:30 A.M.	7:20 A.M.	6:30 A.M.	7:20 A.M.
6:45 A.M.	7:35 A.M.	6:45 A.M.	7:35 A.M.
7:00 A.M.	7:50 A.M.	7:00 A.M.	7:50 A.M.
7:15 A.M.	8:05 A.M.	7:15 A.M.	8:05 A.M.
7:30 A.M.	8:20 A.M.	7:30 A.M.	8:20 A.M.
7:45 A.M.	8:35 A.M.	7:45 A.M.	8:35 A.M.
8:00 A.M.	8:50 A.M.	8:00 A.M.	8:50 A.M.
8:15 A.M.	9:05 A.M.	8:15 A.M.	9:05 A.M.
8:30 A.M.	9:20 A.M.	8:30 A.M.	9:20 A.M.
8:45 A.M.	9:35 A.M.	8:45 A.M.	9:35 A.M.
9:00 A.M.	9:50 A.M.	9:00 A.M.	9:50 A.M.
9:15 A.M.	10:05 A.M.	9:15 A.M.	10:05 A.M.
9:30 A.M.	10:20 P.M.	9:30 A.M.	10:20 P.M.
9:45 A.M.	10:35 P.M.	9:45 A.M.	10:35 P.M.
10:00 A.M.	10:50 P.M.	10:00 A.M.	10:50 P.M.
10:15 A.M.	11:05 P.M.	10:15 A.M.	11:05 P.M.
10:30 A.M.	11:20 P.M.	10:30 A.M.	11:20 P.M.
10:45 A.M.	11:35 P.M.	10:45 A.M.	11:35 P.M.
11:00 A.M.	11:50 P.M.	11:00 A.M.	11:50 P.M.
11:15 A.M.	12:05 A.M.	11:15 A.M.	12:05 A.M.
11:30 A.M.	12:20 A.M.	11:30 A.M.	12:20 A.M.
11:45 A.M.	12:35 A.M.	11:45 A.M.	12:35 A.M.
12:00 A.M.	12:50 A.M.	12:00 A.M.	12:50 A.M.
12:15 A.M.	1:05 A.M.	12:15 A.M.	1:05 A.M.
12:30 A.M.	1:20 A.M.	12:30 A.M.	1:20 A.M.
12:45 A.M.	1:35 A.M.	12:45 A.M.	1:35 A.M.
1:00 A.M.	1:50 A.M.	1:00 A.M.	1:50 A.M.
1:15 A.M.	2:05 A.M.	1:15 A.M.	2:05 A.M.
1:30 A.M.	2:20 A.M.	1:30 A.M.	2:20 A.M.
1:45 A.M.	2:35 A.M.	1:45 A.M.	2:35 A.M.
2:00 A.M.	2:50 A.M.	2:00 A.M.	2:50 A.M.
2:15 A.M.	3:05 A.M.	2:15 A.M.	3:05 A.M.
2:30 A.M.	3:20 A.M.	2:30 A.M.	3:20 A.M.
2:45 A.M.	3:35 A.M.	2:45 A.M.	3:35 A.M.
3:00 A.M.	3:50 A.M.	3:00 A.M.	3:50 A.M.
3:15 A.M.	4:05 A.M.	3:15 A.M.	4:05 A.M.
3:30 A.M.	4:20 A.M.	3:30 A.M.	4:20 A.M.
3:45 A.M.	4:35 A.M.	3:45 A.M.	4:35 A.M.
4:00 A.M.	4:50 A.M.	4:00 A.M.	4:50 A.M.
4:15 A.M.	5:05 A.M.	4:15 A.M.	5:05 A.M.
4:30 A.M.	5:20 A.M.	4:30 A.M.	5:20 A.M.
4:45 A.M.	5:35 A.M.	4:45 A.M.	5:35 A.M.
5:00 A.M.	5:50 A.M.	5:00 A.M.	5:50 A.M.
5:15 A.M.	6:05 A.M.	5:15 A.M.	6:05 A.M.
5:30 A.M.	6:20 A.M.	5:30 A.M.	6:20 A.M.
5:45 A.M.	6:35 A.M.	5:45 A.M.	6:35 A.M.
6:00 A.M.	6:50 A.M		

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Twilight Notch +
Trotter on the old
line

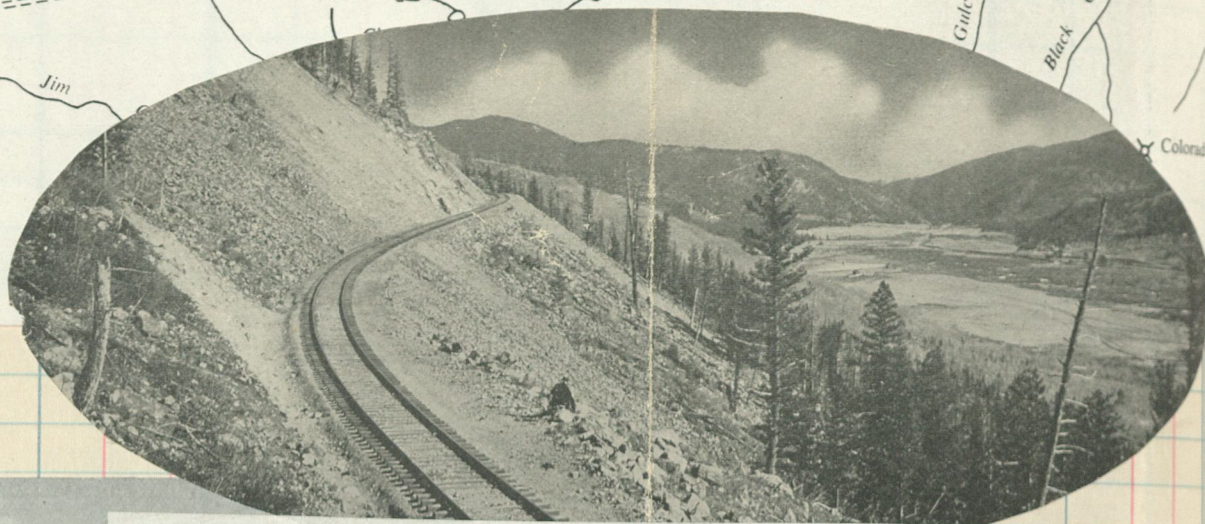
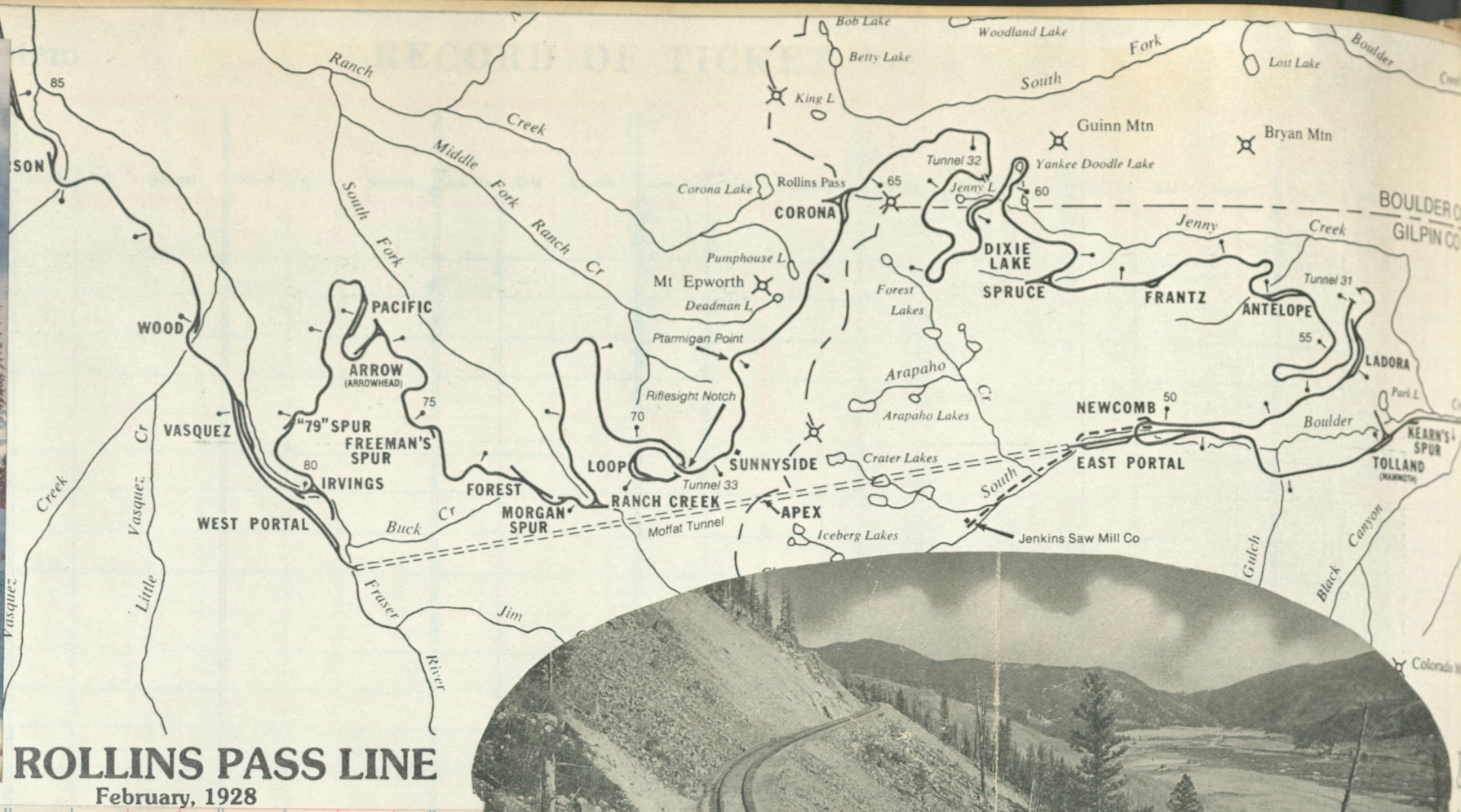


C. M. Clegg

PRIDE AND POLISH ON THE DENVER & SALT LAKE

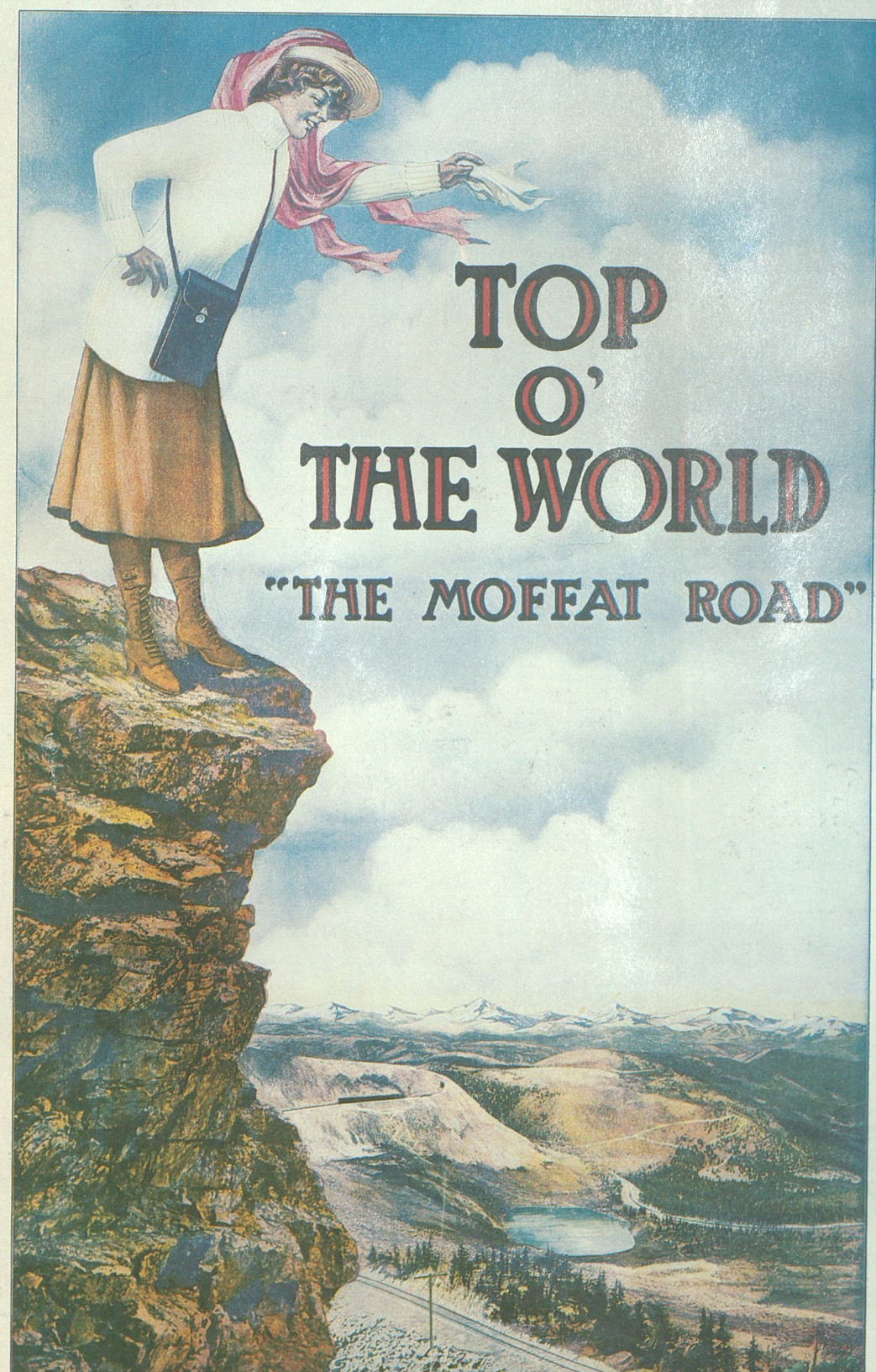


On Top of the World. The highest crossing of the Continental Divide by standard gauge rails in North America. Eng 100, a 2-8-0, stands at Corona with the "Scenic Special" Elevation 11,600 ft



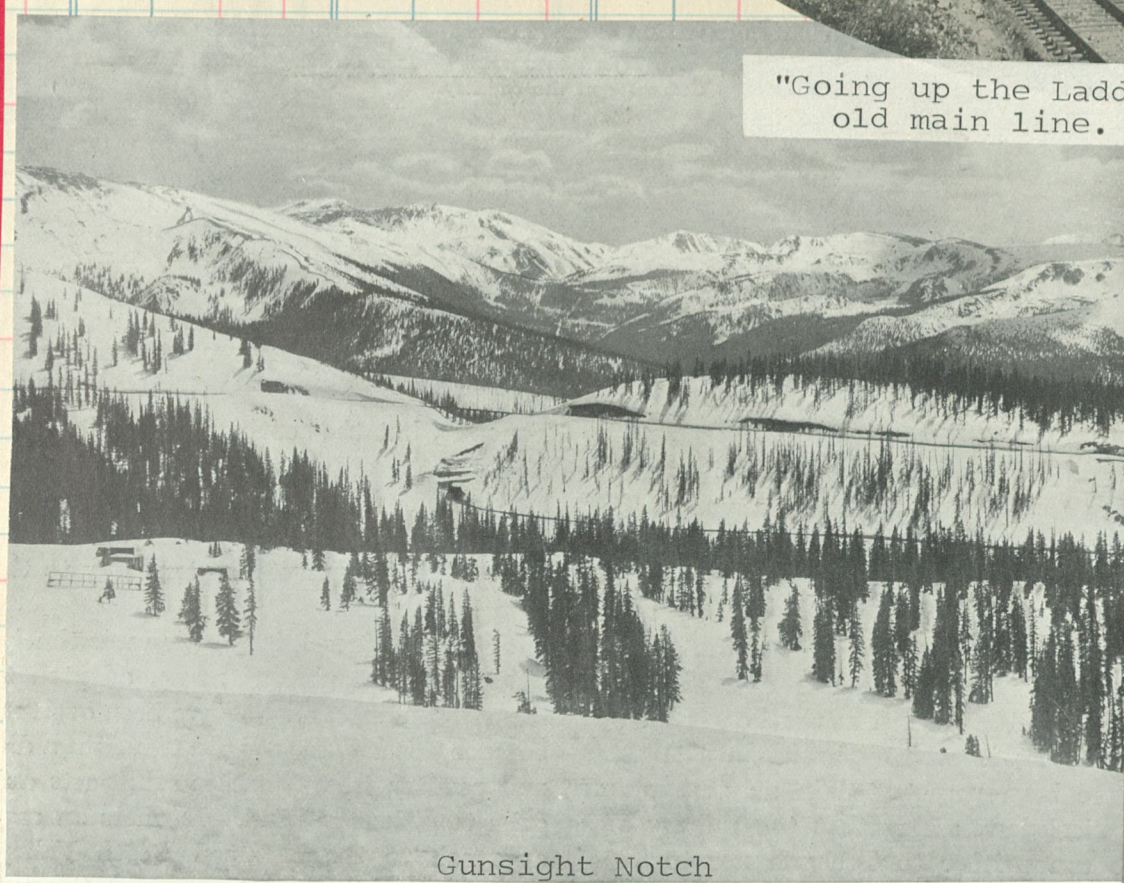
Denver & Salt Lake Railroad

Sight-Seeing Excursions to the Snow Banks on the Crest of the Continent

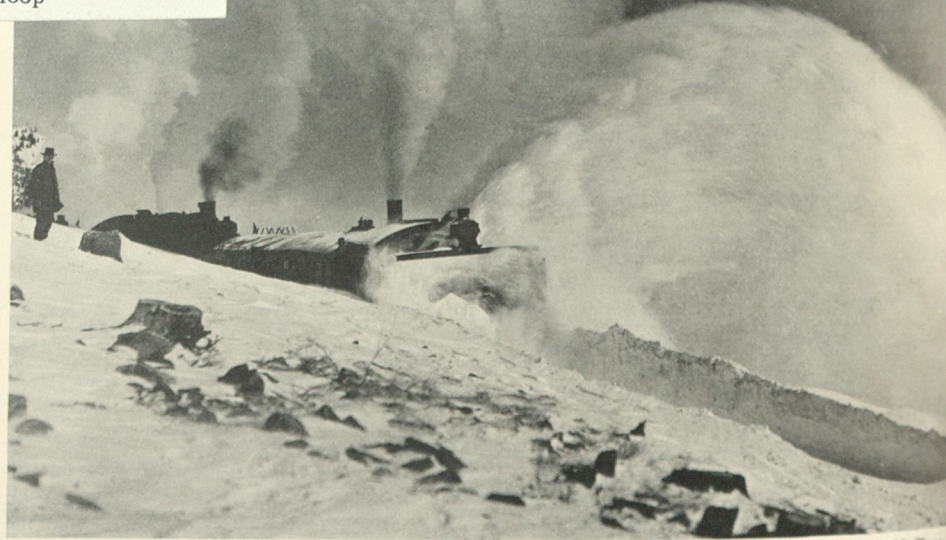
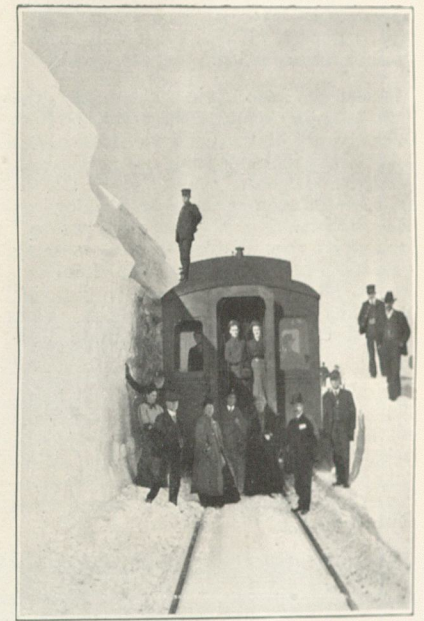


CAFE-PARLOR CAR — **VESTIBULED TRAIN**
Leaves Denver Daily 9:00 A. M. Returning, Arrives Daily 5:00 P. M.

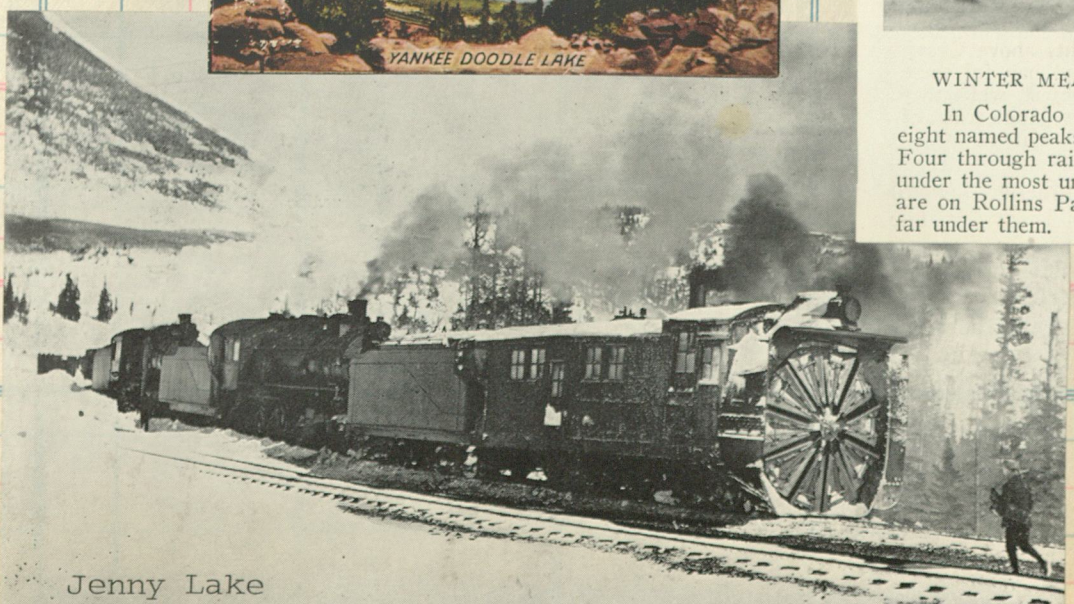
City Passenger Office, 719 Seventeenth Street
Moffat Depot, 15th and Bassett Sts.



Tunnel 33 TRAVELLING MILES TO CLIMB A FEW FEET. MP 68.5-69.5
The ascent of the Divide on the Moffat Road, showing the big loop



In Colorado is the greatest concentration of high mountains in the United States. Forty-eight named peaks exceed 14,000 feet in altitude and hundreds reach above the 10,000-foot mark. Four through railways cross or penetrate the Continental Divide within the State and, except under the most unusual weather conditions, are kept operating during the winter. These drifts are on Rollins Pass. The Moffat Tunnel (see pages 29 and 61) now permits trains to dodge far under them.

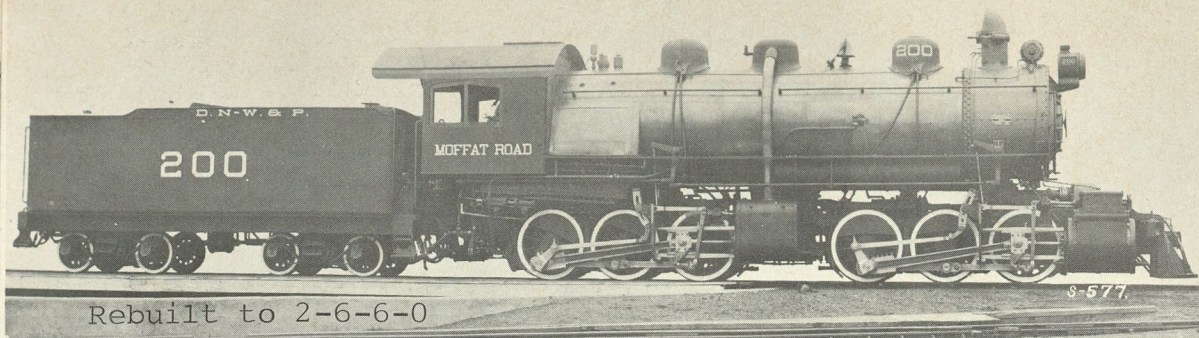


Clos. No. Sold Amount Clos. No.

200

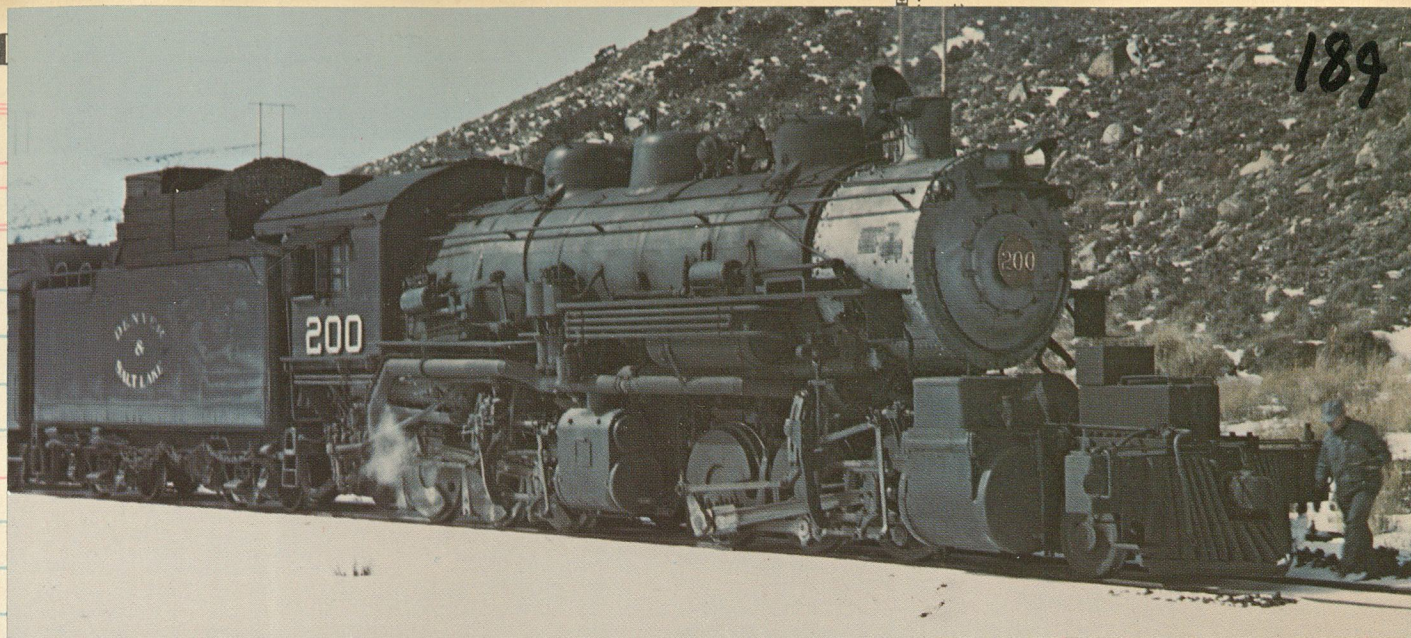
c/n 45604

Schen 1908



Rebuilt to 2-6-6-0

Clos. No.



189

103-105

c/n 39949

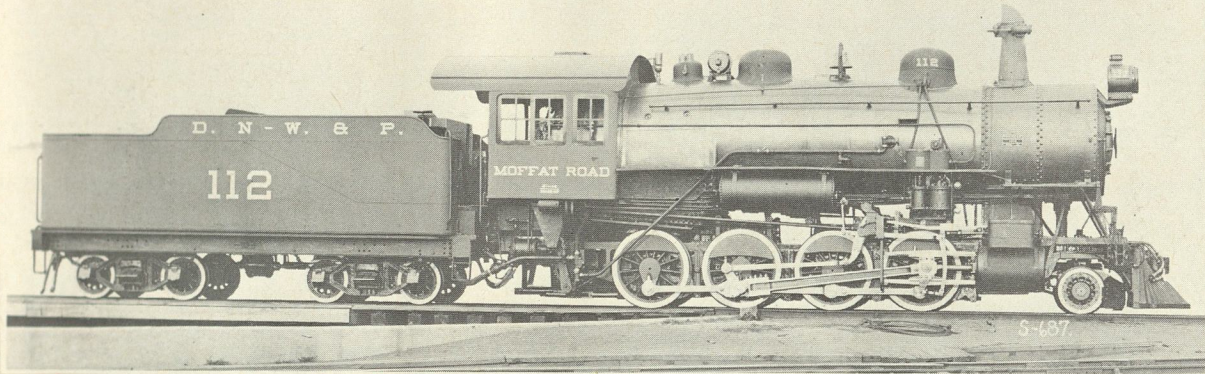
Schenectady 1906



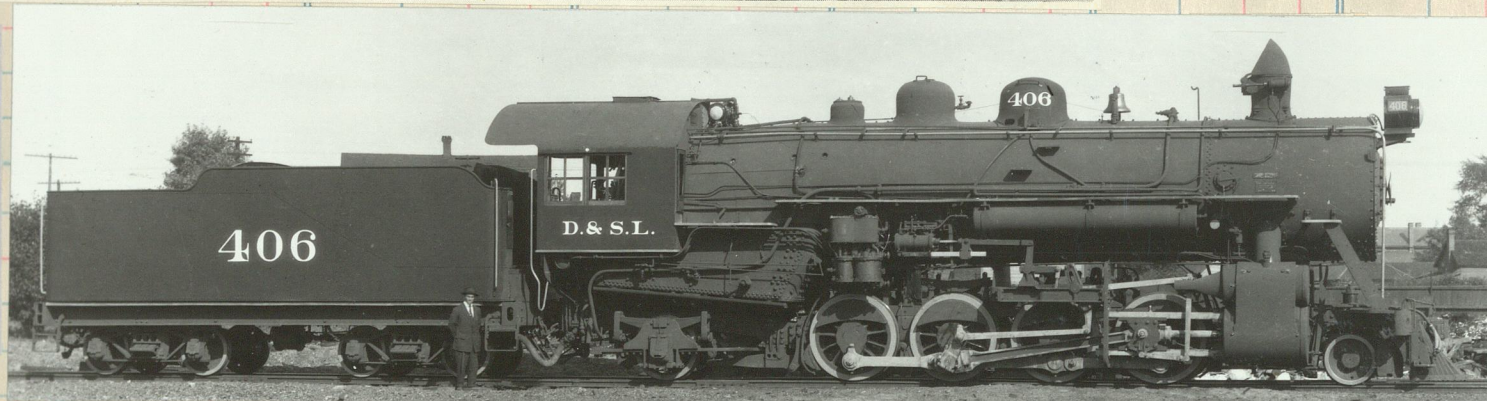
112-123

c/n 48148

Schen 1910



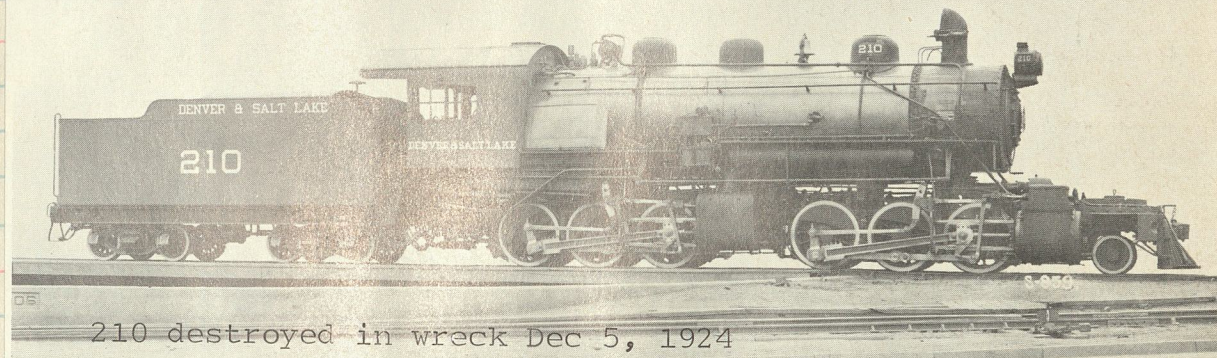
400-407
LIMA 1915
c/n 5106
Class 63
to DRGW
#1227



210-211

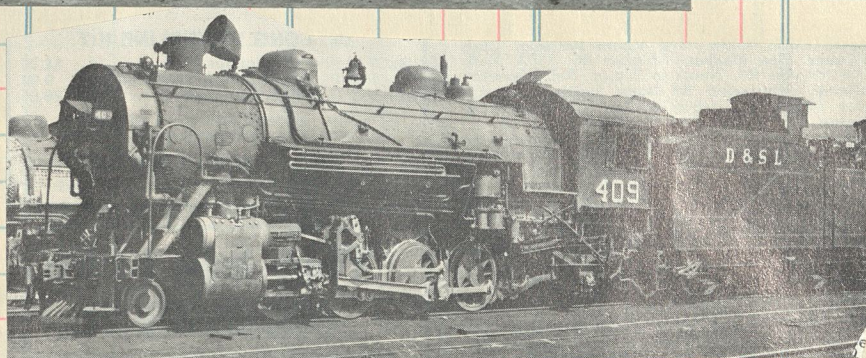
c/n 53292

Schen 1913

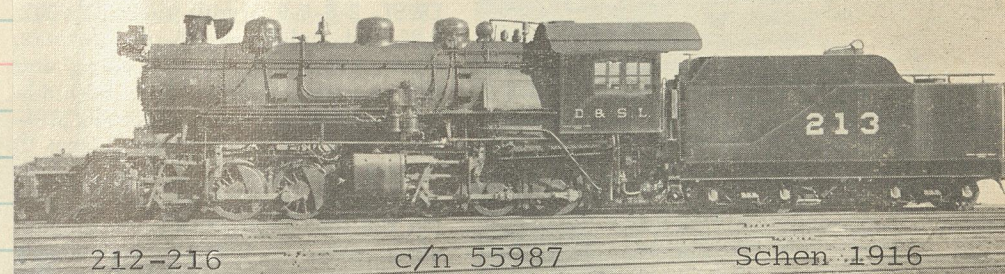


210 destroyed in wreck Dec 5, 1924

#390 ex Ches Beach #3
Pittsburgh 1899
c/n 1951



To DRGW #3372



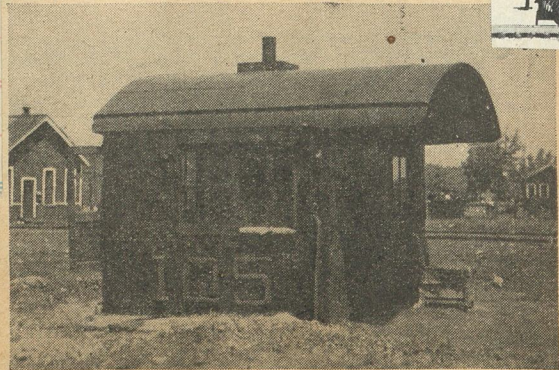
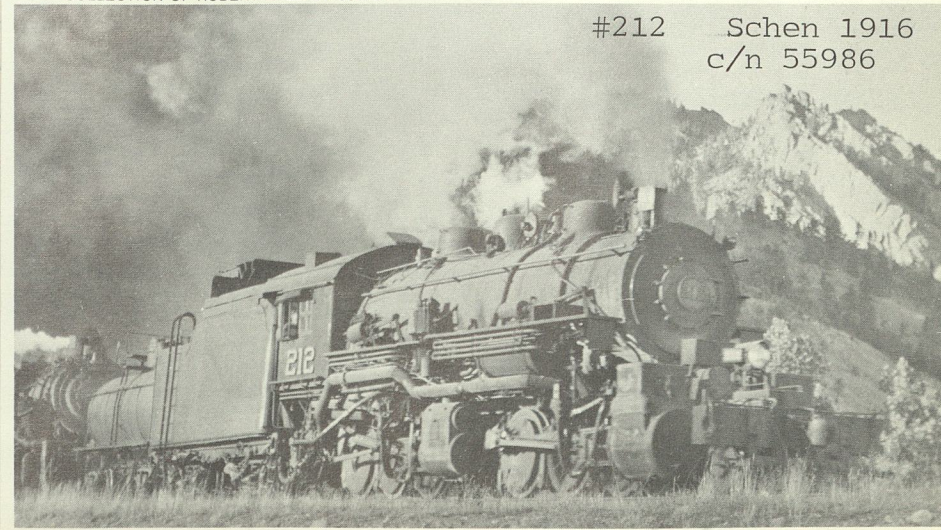
212-216

c/n 55987

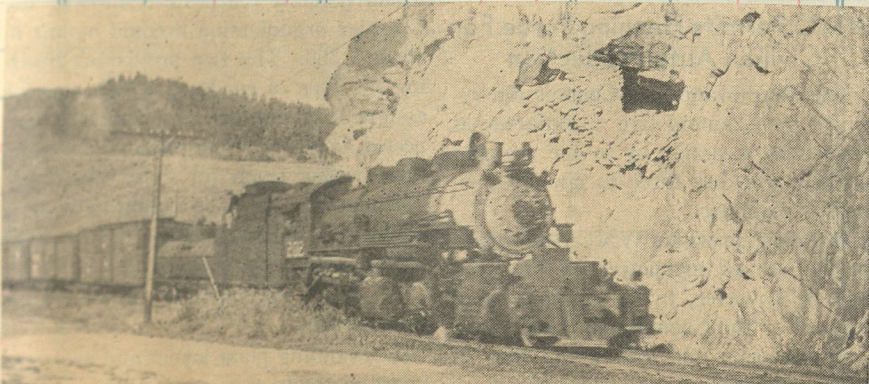
Schen 1916

Denver & Salt Lake 2-6-6-0 Mallets—north of Plainview, Colorado
COLLECTION OF ROBERT A. LE MASSENA

#212 Schen 1916
c/n 55986

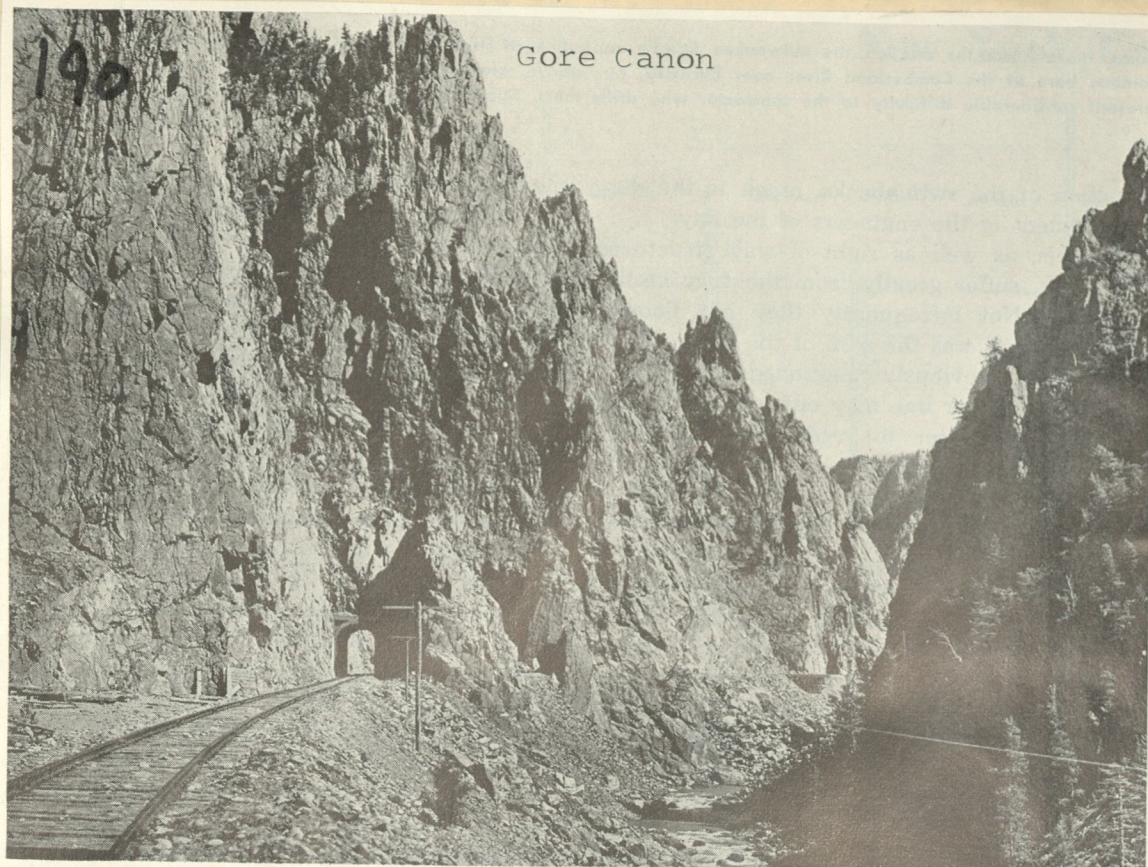


CAB FROM A DENVER & SALT LAKE
2-8-0 ENGINE, NO.105, MAKES A
CROSSING WATCHMAN'S COZY SHANTY
AT THE D&SL PECOS STREET
CROSSING, DENVER, COLO



DENVER & SALT LAKE'S ENGINE 202 HAULING FREIGHT INTO HOT SULPHUR SPRINGS.

Don Hill



Gore Canon



Ten wheeler 300 (Schenectady 1904 c/n 29203) with Trn #1 near State Bridge.

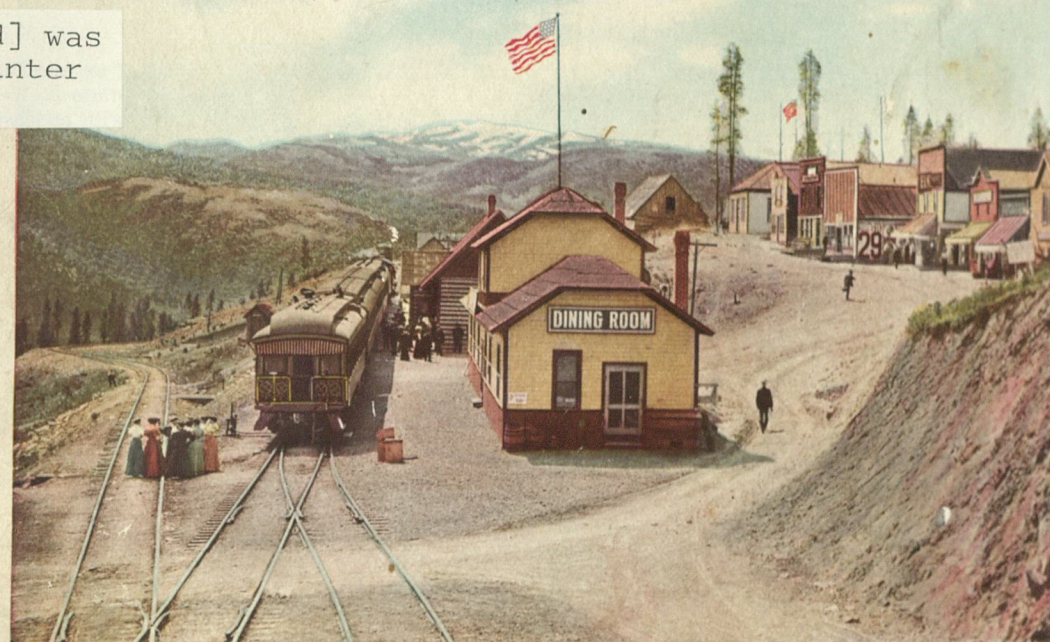


8493. Gibraltar Cliffs, in South Boulder Canon, Denver, Northwestern & Pacific, "The Moffat Road," Colo.

OKM

Arrow [Arrowhead] was the rail head winter of 1904-05.

7029. Arrow, Colo., Denver, Northwestern & Pacific, "The Moffat Road."



OKM

OKM



Mikado 408 and Mallet 214 approach Tabernash, Colo. with the 58 cars of First 74. East of there, the train will climb the stiff two percent grade that reaches its summit within Moffat Tunnel.

Richard H. Kindig



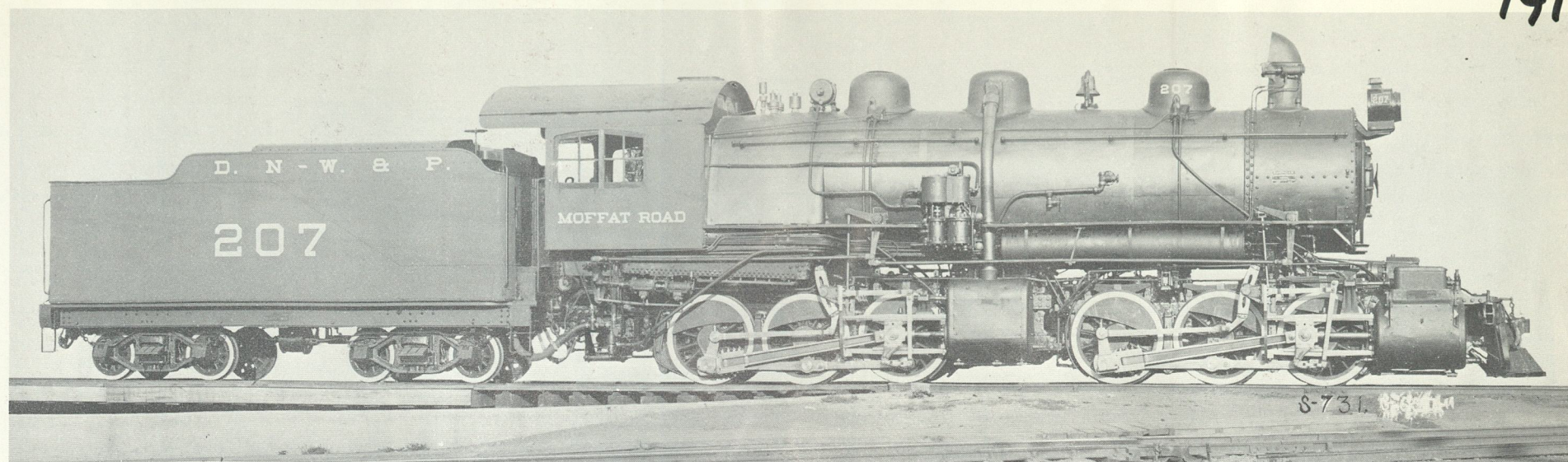
8488. Hanging Rock, Near Tunnel No. 30, Denver, Northwestern & Pacific, "The Moffat Road," Colo.



L. C. McClure, courtesy Denver & Salt Lake Railroad

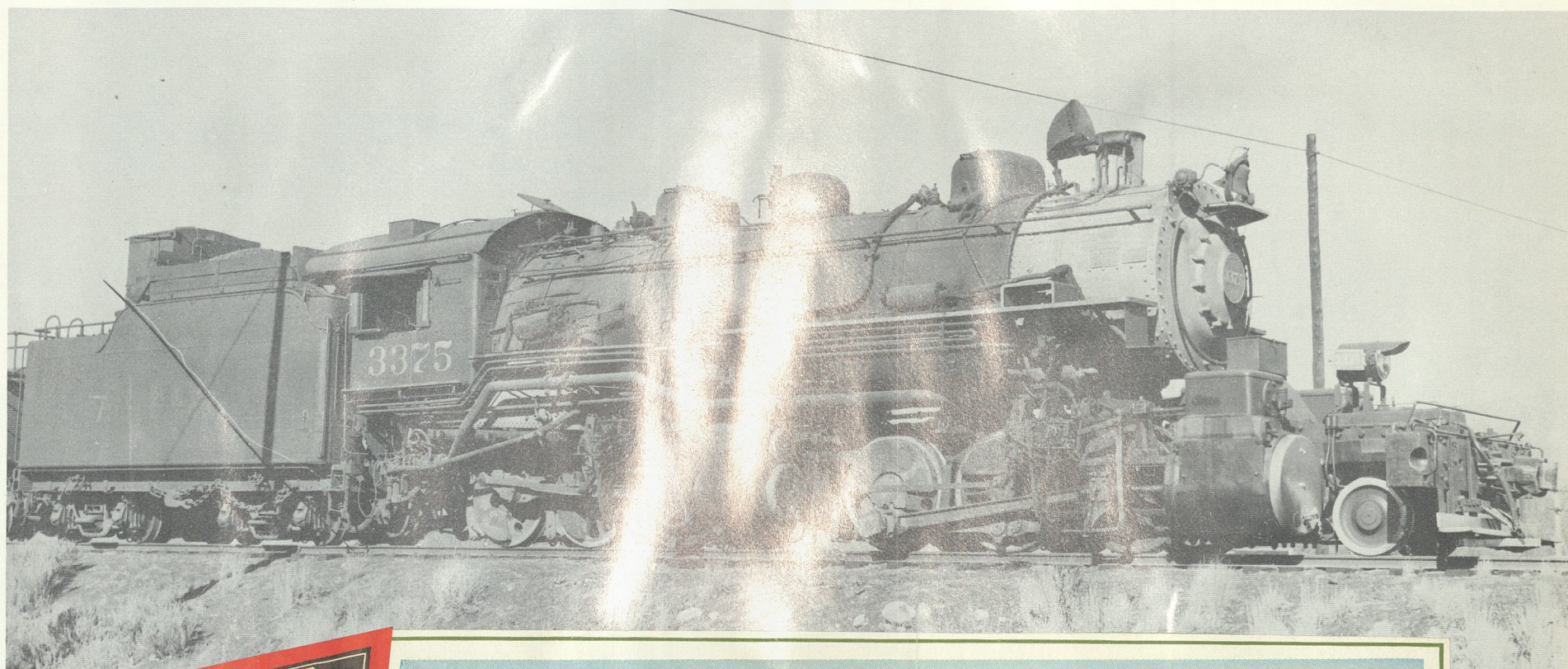
His life work, a transcontinental railroad west from Denver.

David Moffat went to Colorado a young man, ambitious to wrest a fortune from the wilderness and return East. He stayed, after winning his fortune, to spend it, and by his consistent drive and foresight to finally place Denver on a through transcontinental railroad burrowing the high wall of the Divide which seemingly rises over the west ends of Denver streets. But David Moffat did not live to see the completion of his dream.

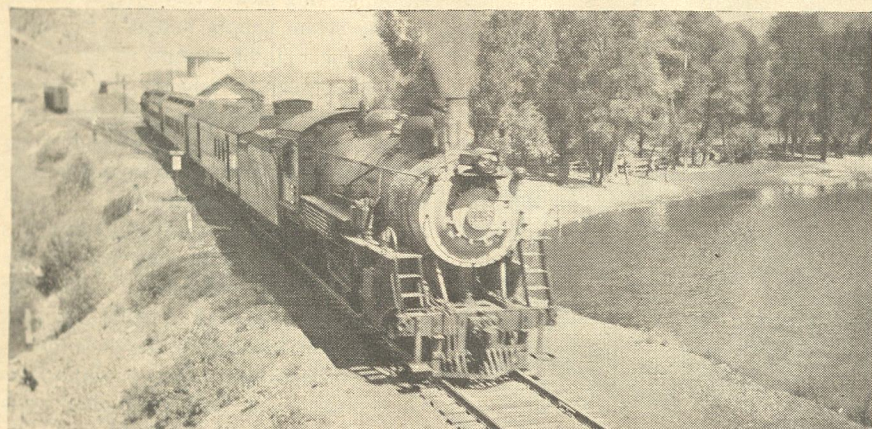


203-209 c/n 48233 Schenectady 1910
Class 76 Reblt to 2-6-6-0

Ex D&SL #216 Schenectady 1916 c/n 56296

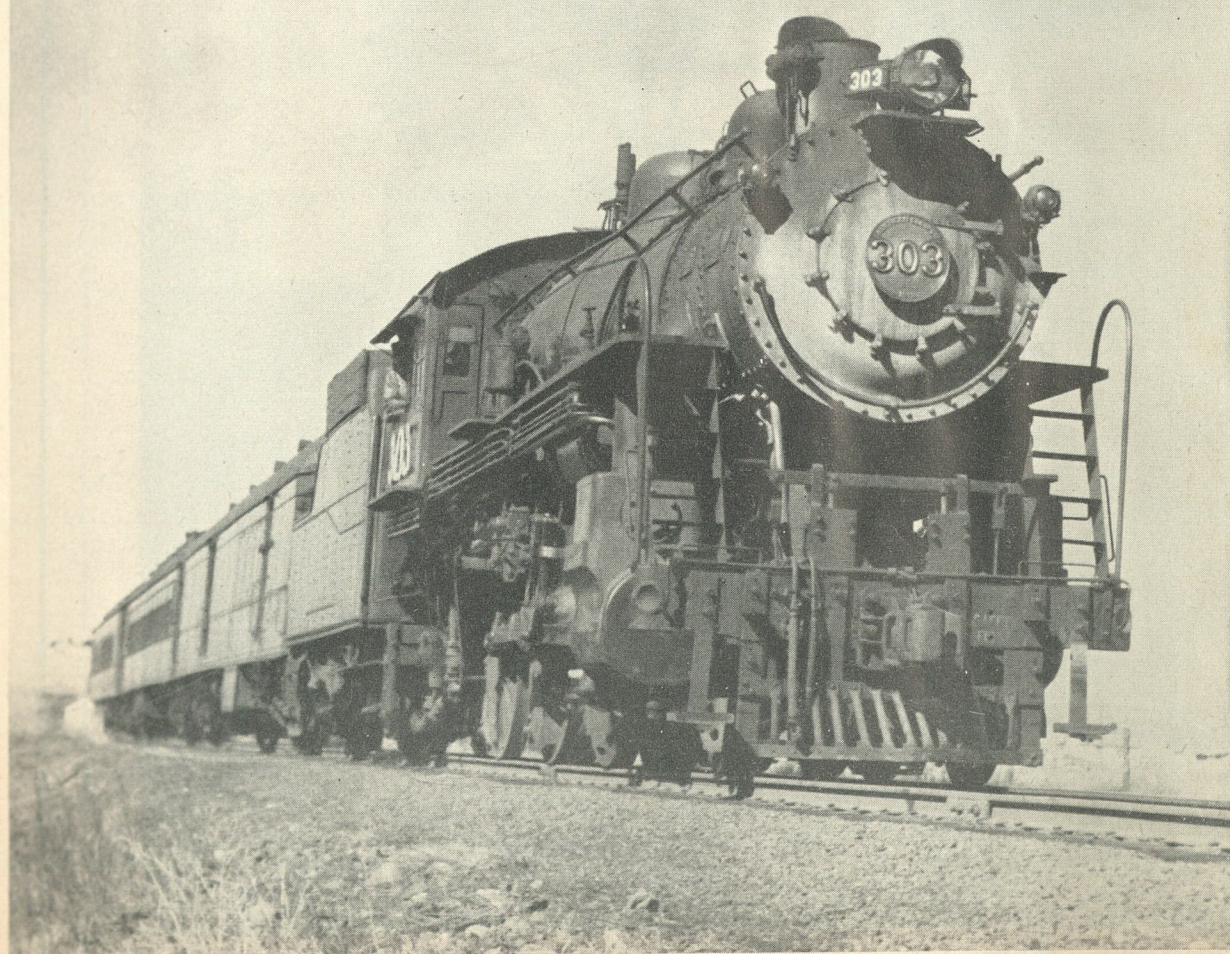


MOFFAT TUNNEL ROUTE



DENVER & SALT LAKE'S ENGINE 303 ON DAILY PASSENGER RUN
Photo was taken at Hot Sulphur Springs, Colo.

Don Hill

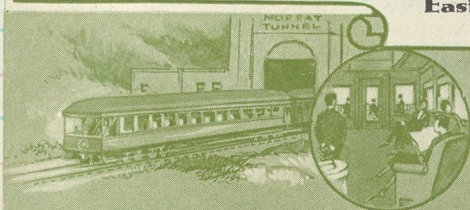


Schen 1910
c/n 48147

As a corporate entity, the Denver & Salt Lake Railway no longer exists. D&SL No. 2, shown leaving Craig, Colo., at 6:50 a.m. in March 1947, is now Rio Grande No. 10. The merger was made April 10, 1947.

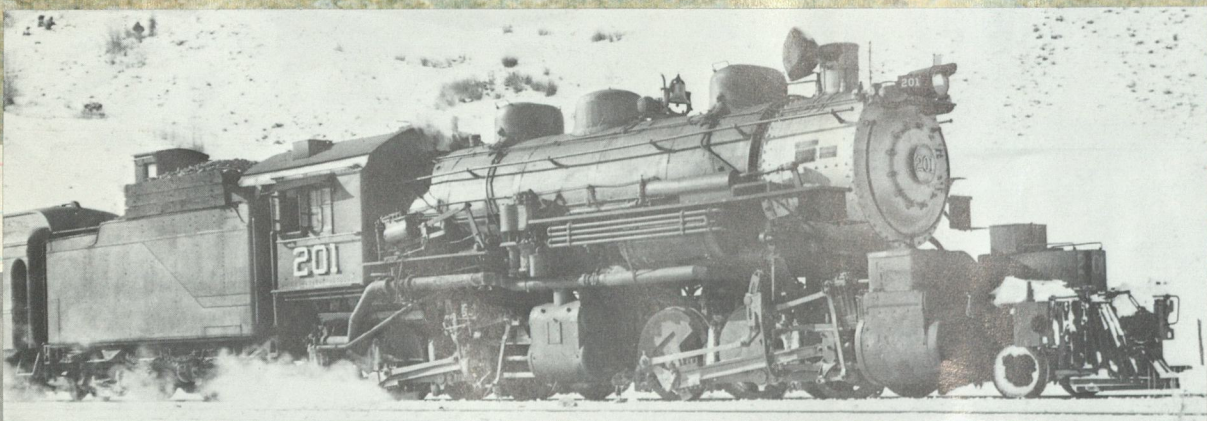


East Portal, Moffat Tunnel, Colorado
4000 Feet Under Summit James Peak





Trn #1 hurries up the hill for a meet with a eastbound freight at Plainview



Schenectady c/n 41616 1907

Out of four 4-6-0's owned by the D&SL, only one, Number 302, was operated by the D&RGW when it absorbed the smaller railroad in 1947. In pre-merger times that same

LE MASSENA

locomotive, pulling the daily local from Denver to Craig, was found at Hayden—just before sunset—waiting for a meet with the overnight mixed train to Denver.



MOFFAT STATION
FIFTEENTH AND BARRETT STREETS
PHONE MAIN 5608

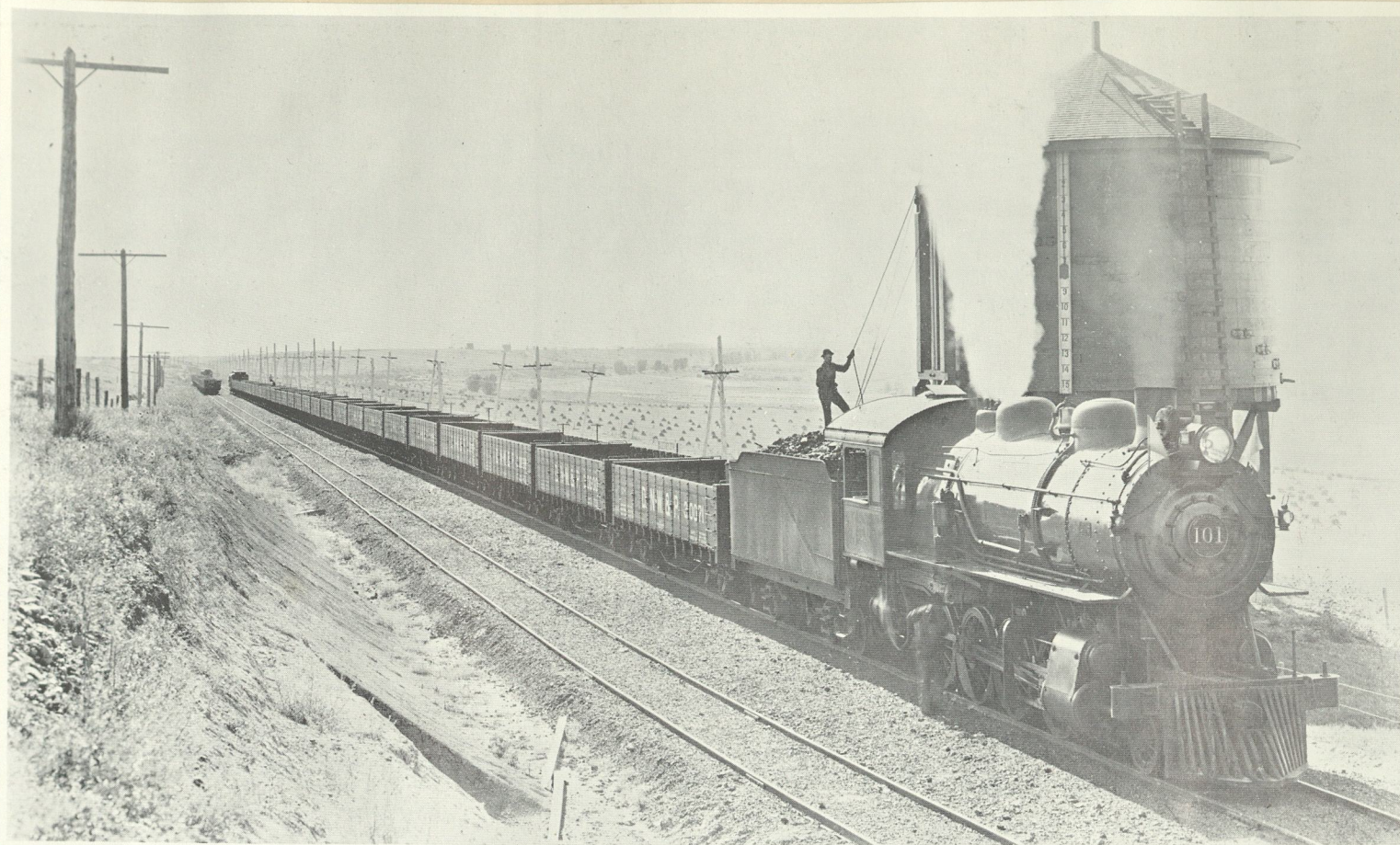
CITY TICKET OFFICE
SEVENTEENTH AND TREMONT PLACE
PHONE TABOR 5371

ABOVE: In 1909, Denver, Northwestern & Pacific No. 1, behind 2-8-0 109, loads at David Moffat's own Denver depot west of Union Station; loading at right: a picnic excursion.



L. O. McClure, 2128 Genarm Pl., Denver, COLO.

One tunnel often frames another in the Rocky Mountain region. Here is a view between tunnels five and six on the Moffat Tunnel route. In the 49.6 miles of upward grade from Denver to the east portals of Moffat Tunnel, D&RGW and D&SL trains pass through more than a score of lesser side-hill tunnels including these

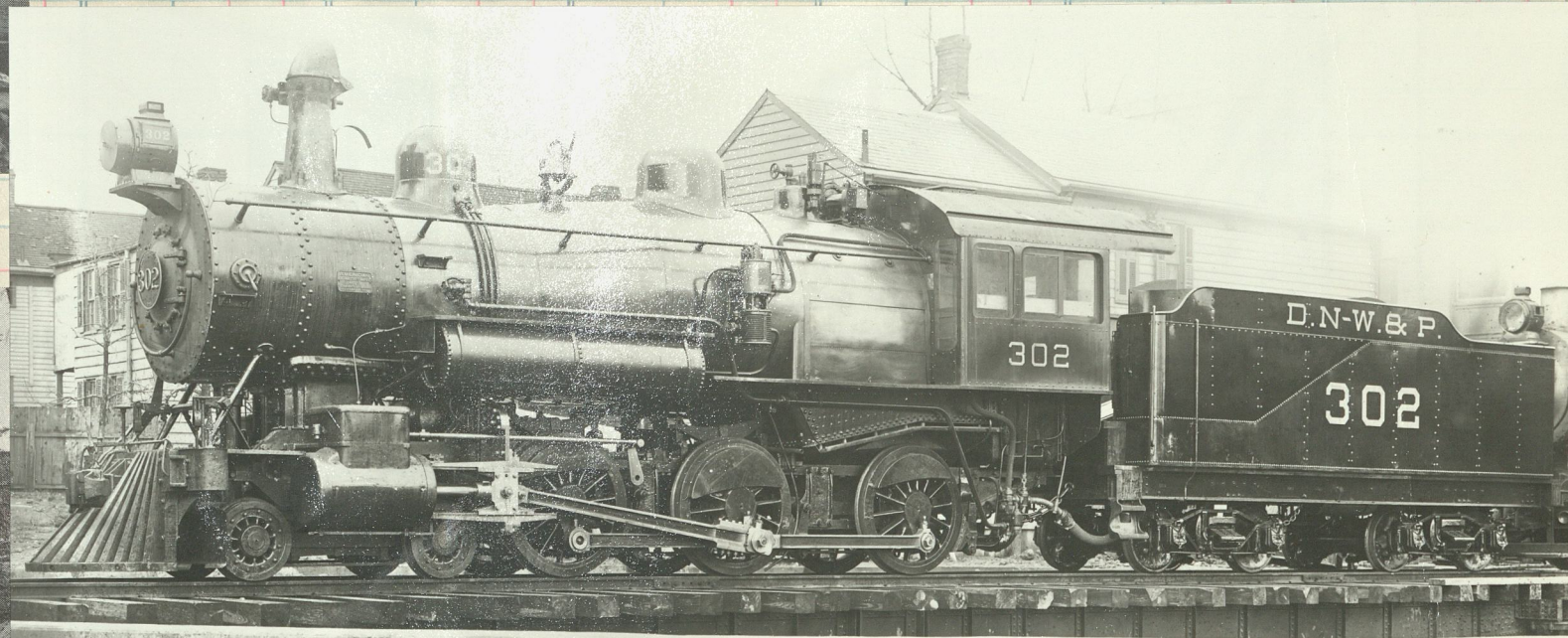
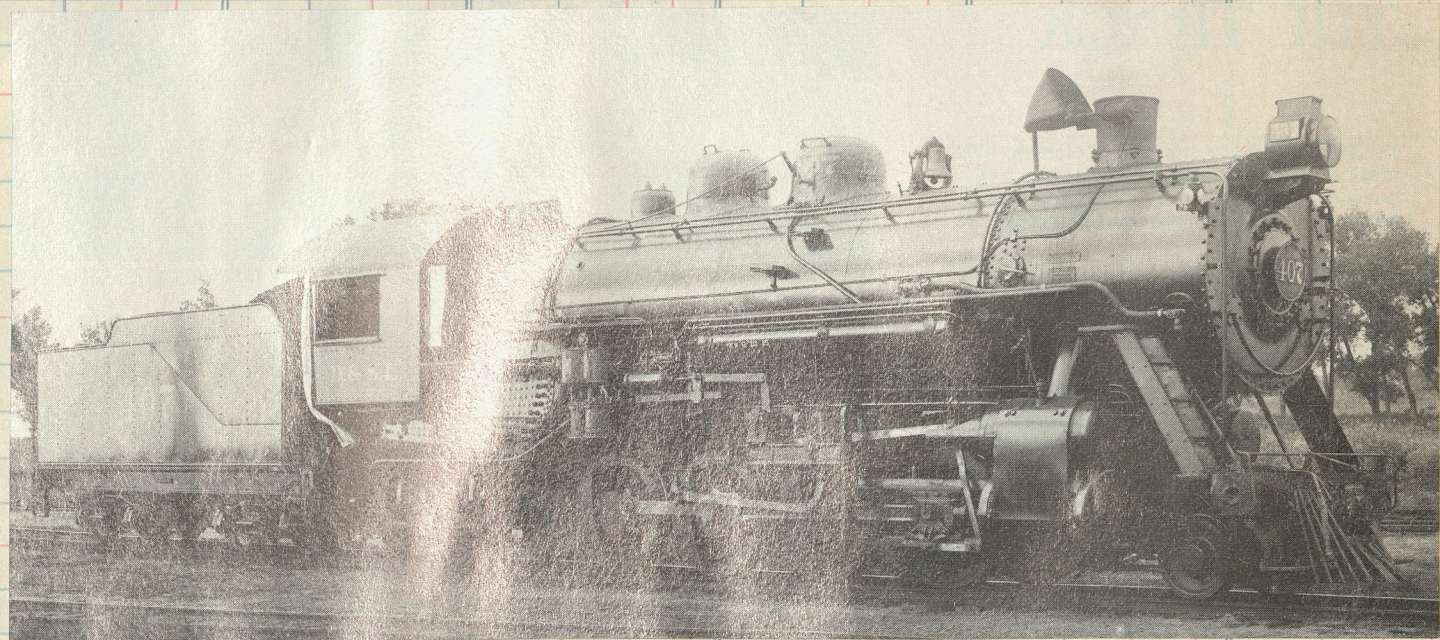


Class 42 Schenectady c/n 29205 1904

RONZIO COLLECTION

At Leyden Junction the Denver, Northwestern & Pacific connected with the affiliated electrified Denver & Northwestern interurban line—behind the train. In this scene,

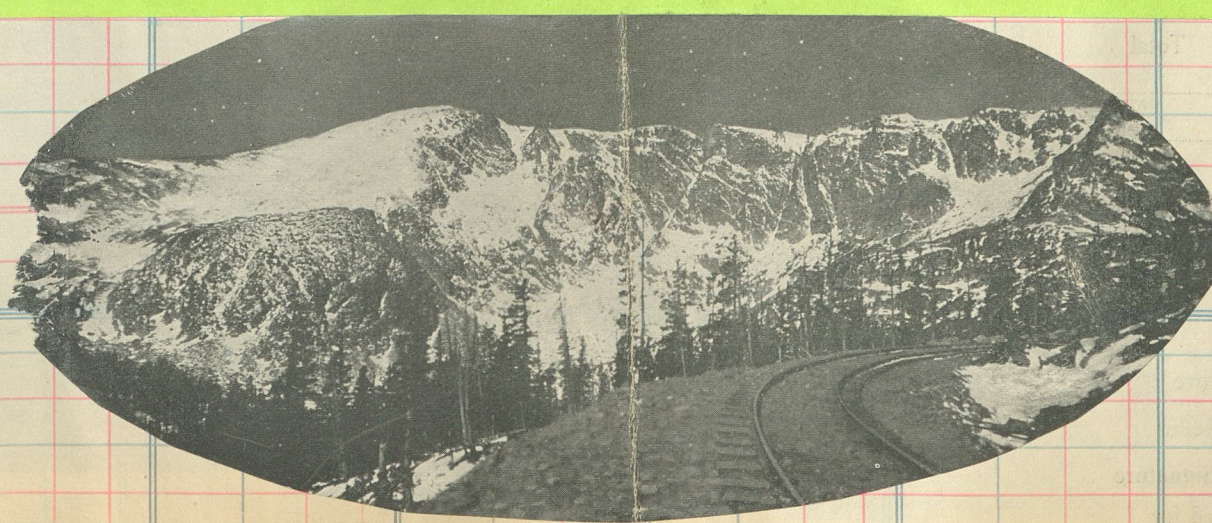
2-8-0 Number 101 pauses for water while en route to the coal mines with a string of empty and very new Pullman-built coal gondolas.



Denver, NorthWestern & Pacific

c/n 41616

Schenectady 1907



194

SELLER
DATE
FORM

WESTERN PACIFIC, newest of the trans-continental-route railroads, was finished in 1909 by the Gould interests to connect to their Rio Grande/MoPac/Wabash and compete with Harriman's Union Pacific/Southern Pacific Overland Route. The "Feather River Route," named for its low-level Sierra Nevada crossing, added its north-south "Inside Gateway" GN/Santa Fe connection in 1931 under Arthur Curtiss James control.

THE NEW TERRITORY ALONG THE LINE OF THE WESTERN PACIFIC

Offers Splendid Inducements for the
Man of Moderate Means as
well as the Capitalist

We want you to investigate the Agricultural, Horticultural, Stock Raising, Manufacturing, Lumbering, Mining and General Business Openings to be found in the territory traversed by the Western Pacific in Utah, Nevada and California.

Every section holds out a welcome.

Descriptive literature free on request to any Passenger Representative. See pages 61-62.

1916

WESTERN PACIFIC

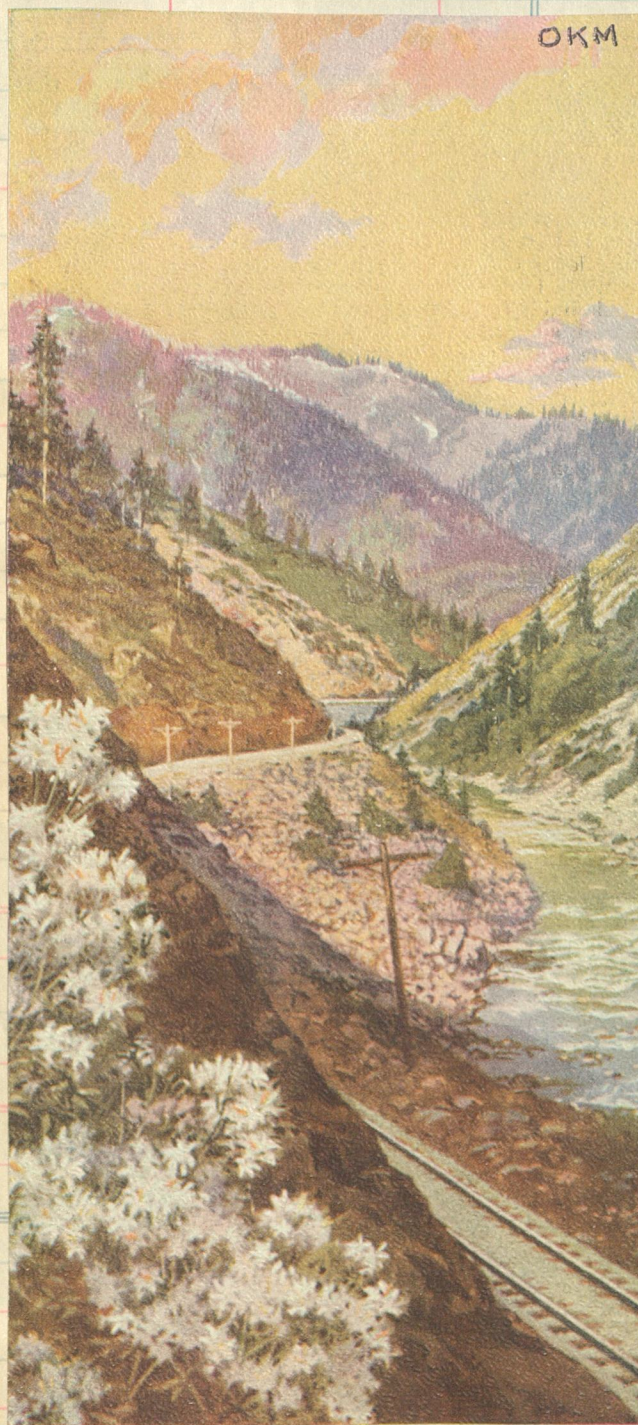


THE FEATHER RIVER ROUTE

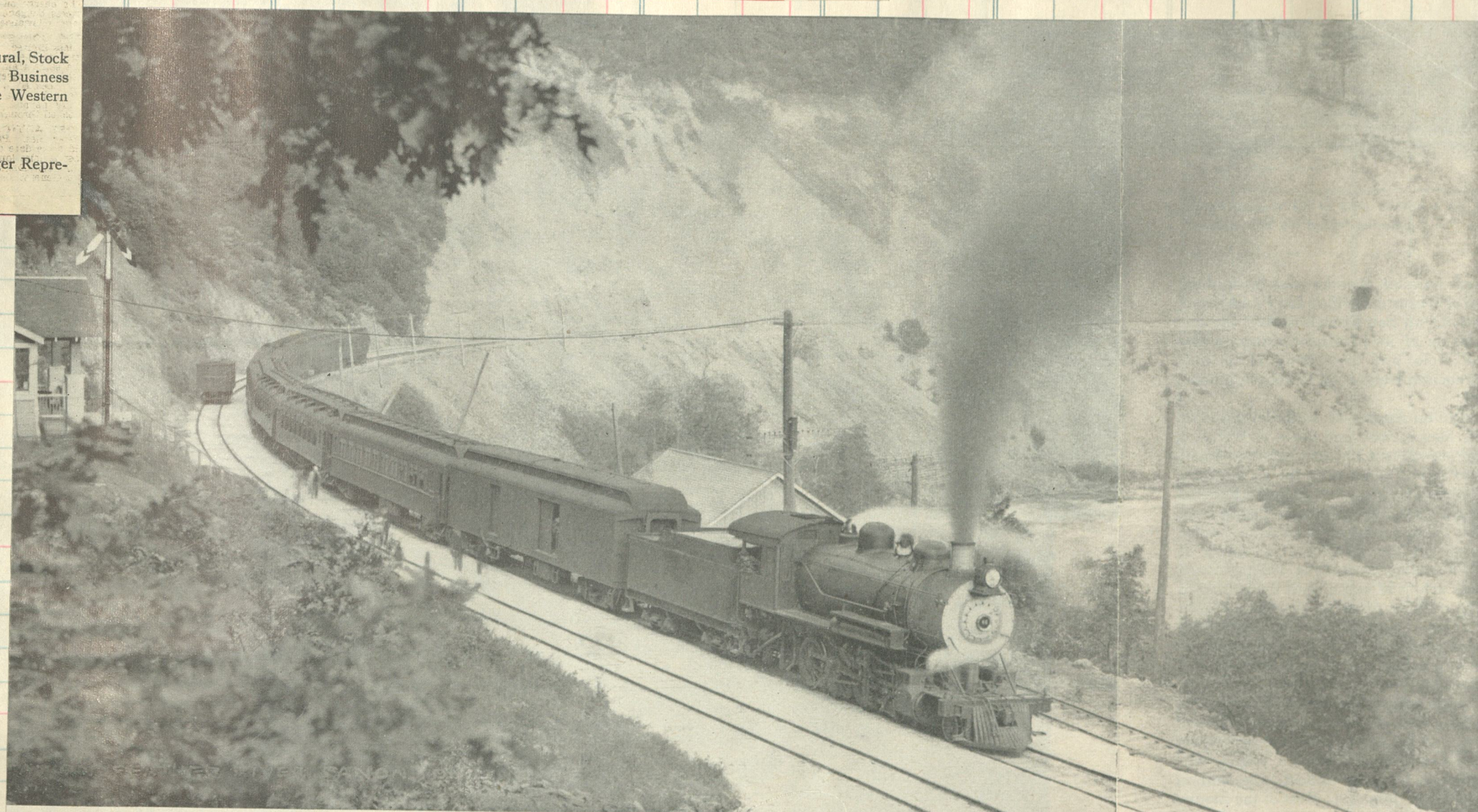


Denver & Rio Grande
Western Pacific
is the route of
Comfort—Service—Scenery

In 1936 the Western Pacific purchased ten former Florida East Coast 4-8-2's and renumbered them 171-180. Here the 175, ex FEC #407, (Schenectady 1924 c/n 65754) departs Elko with the westbound "Exposition Flyer".

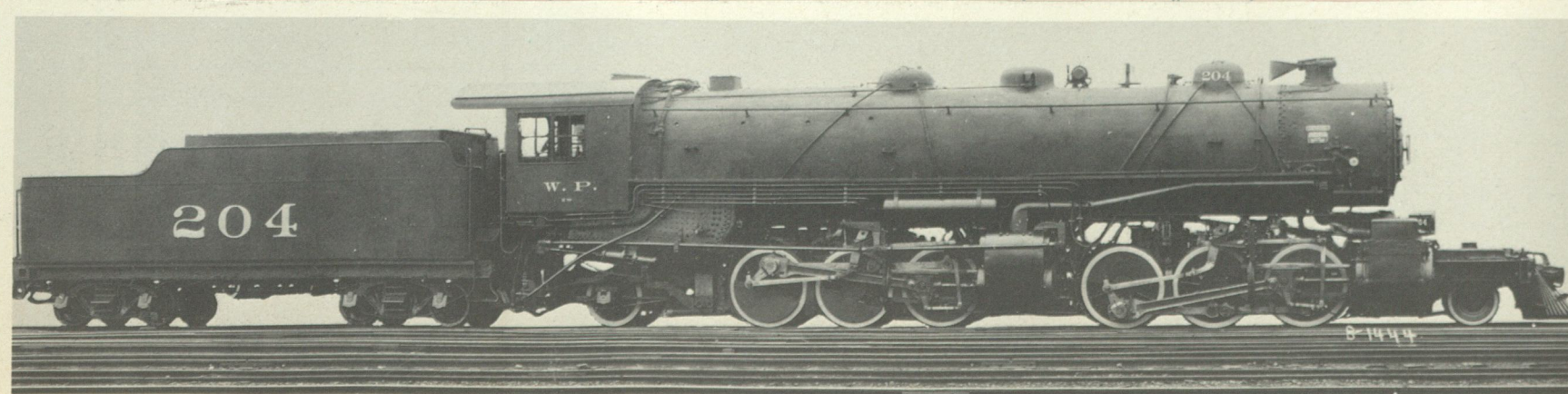


SERPENTINE CAÑON,



The Panama-Pacific Express pauses in the Feather River Canyon at Belden behind a 2-8-0 in 1914.

Vernon J. Sappers collection



201-205

c/n 57447

Brooks 1917

Clos. No.	Sold	Amount	Clos. No.	Sold
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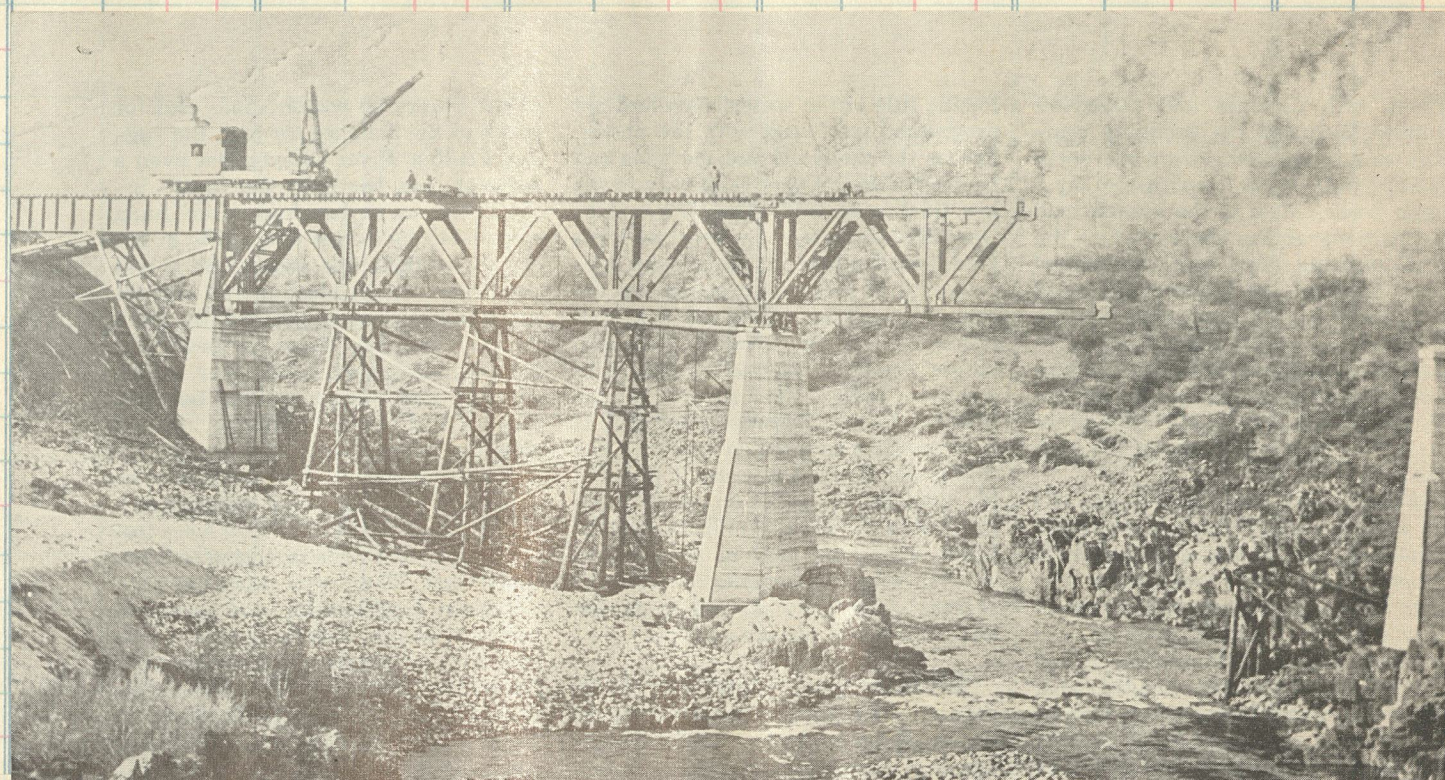
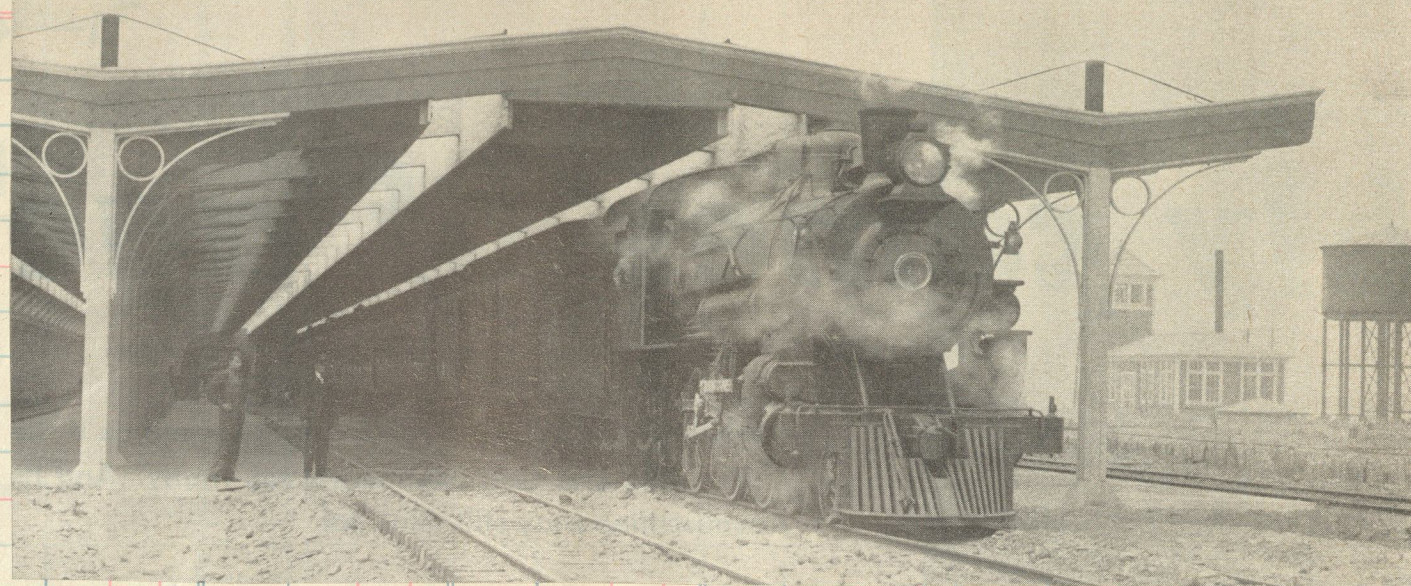
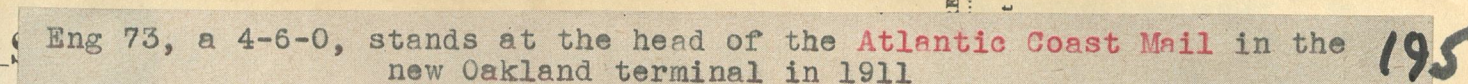


A welcome to the new Western Pacific.

Western Pacific was warmly welcomed to the territory it entered as first and only competitor of the well established Southern Pacific Overland Route. Above is the arrival of the first passenger train, a special, at Elko, Nev.; below, at Oakland.

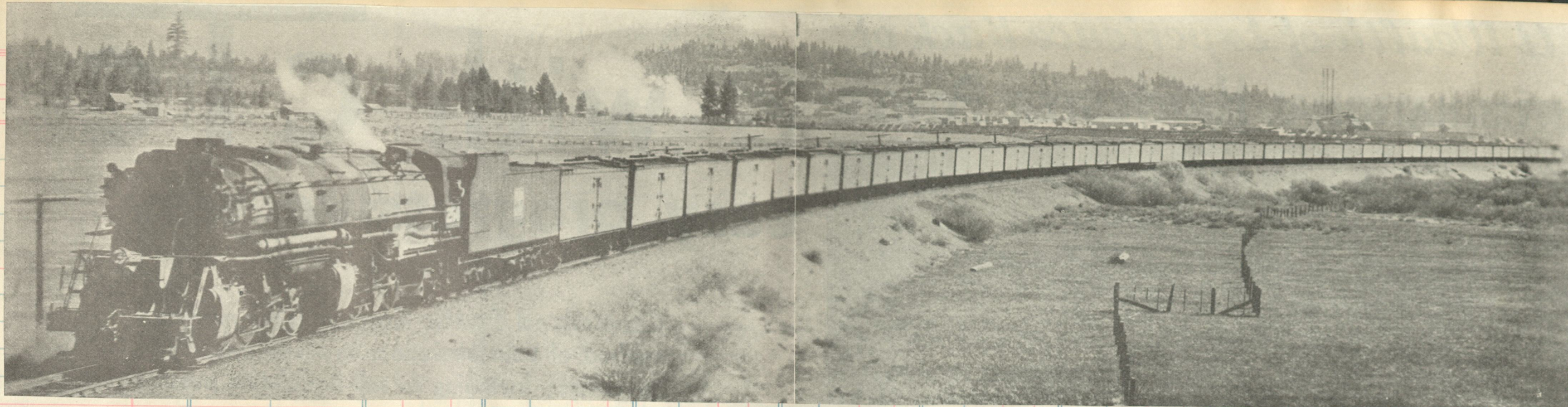


To build a mountain railroad is one thing; to operate one is something else again, as fledgling Western Pacific crews found out. This "incident at Milepost 246" typifies what took place until slopes had been scaled back and insecure boulders removed down through the Feather River Canyon.



196

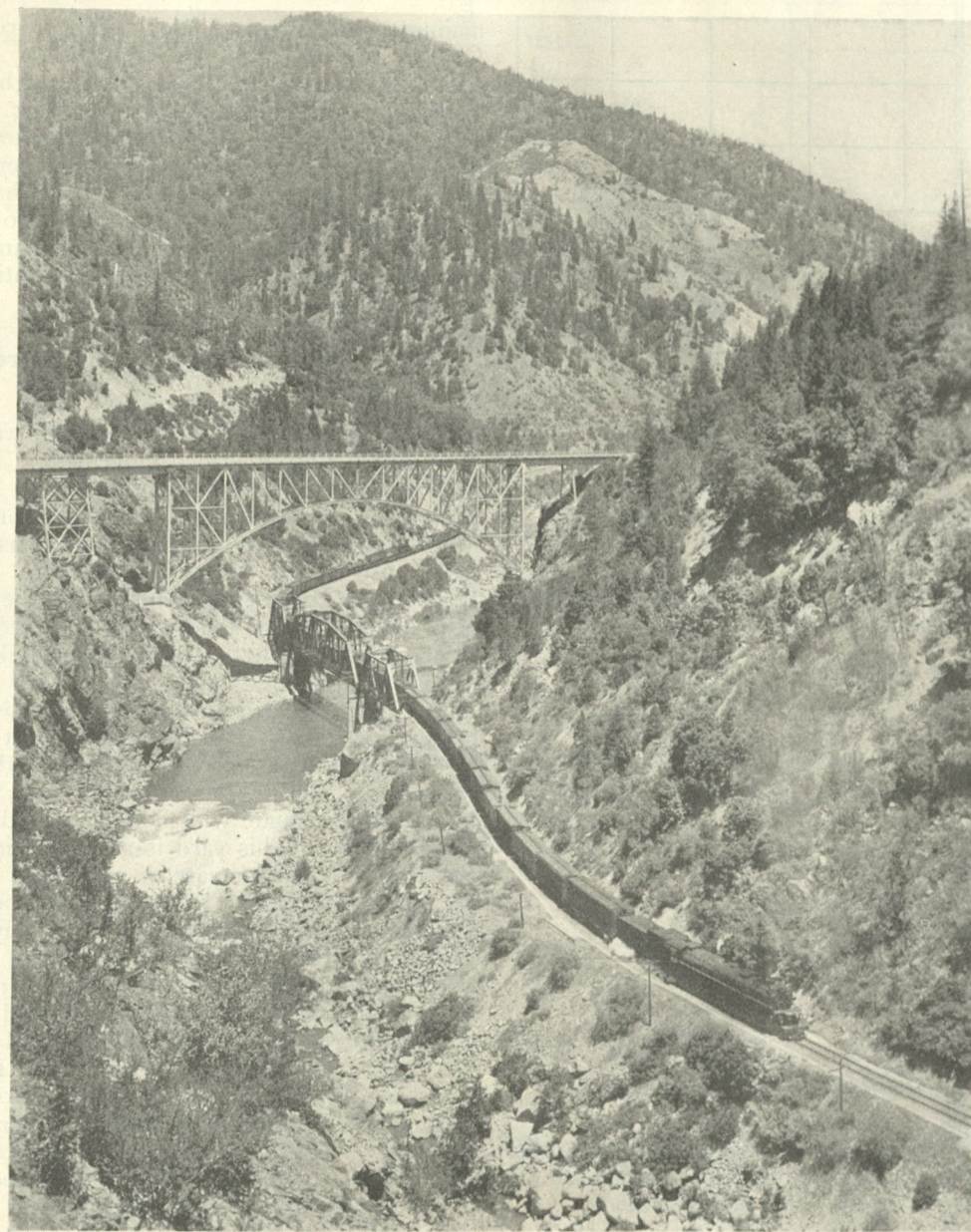
SELLER
DATE
FORM



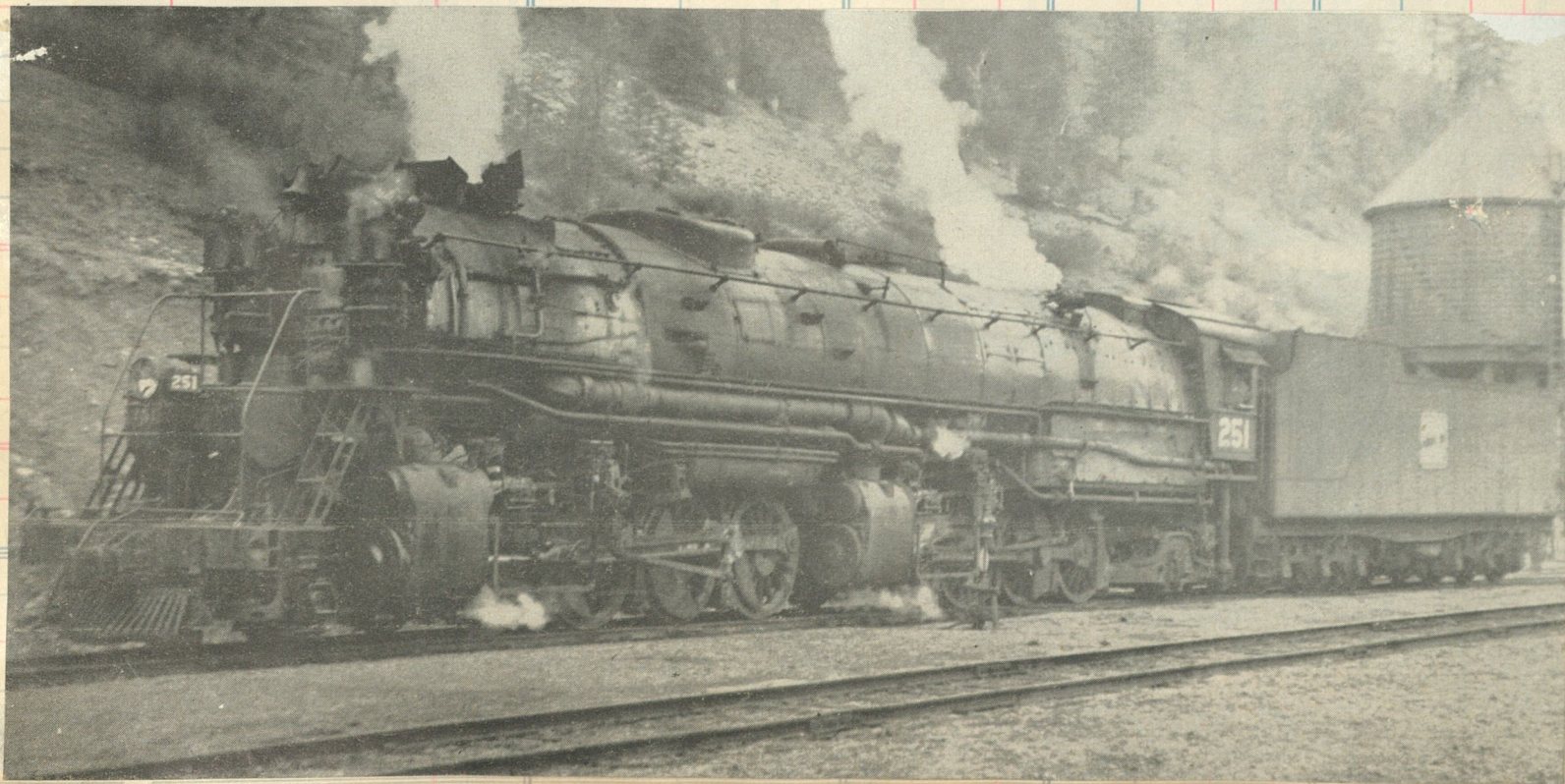
A Forty car eastbound fruit block handled by the 254, a 2-8-8-2 from Baldwin 1931 c/n 61642
[This foto was used by Baldwin in their ads in early thirties]



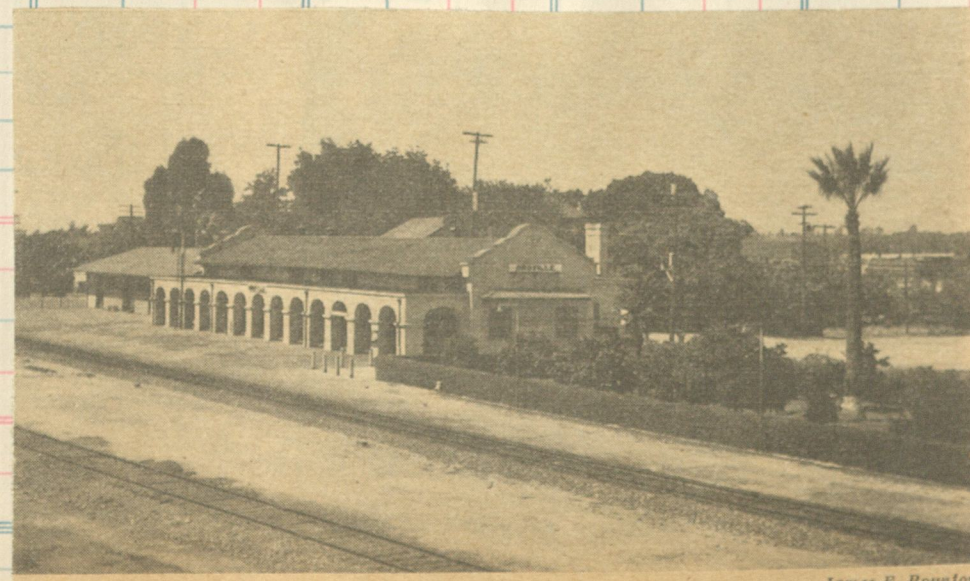
Riding the rear platform through the Feather River Canyon, one sees many a sight such as this, a Baldwin-built 2-8-8-2 about to pull out of the passing siding at Virgilia to follow the eastbound Feather River Express up the grade to Portola. Virgilia is just a few miles below Keddie, and the freight may be bound for Ogden or north to Oregon over the Northern California extension. Scenery is typical of the canyon. By Guy Dunscomb.



The Main Line of the Western Pacific Traverses Feather River Canyon for More Than 100 Miles



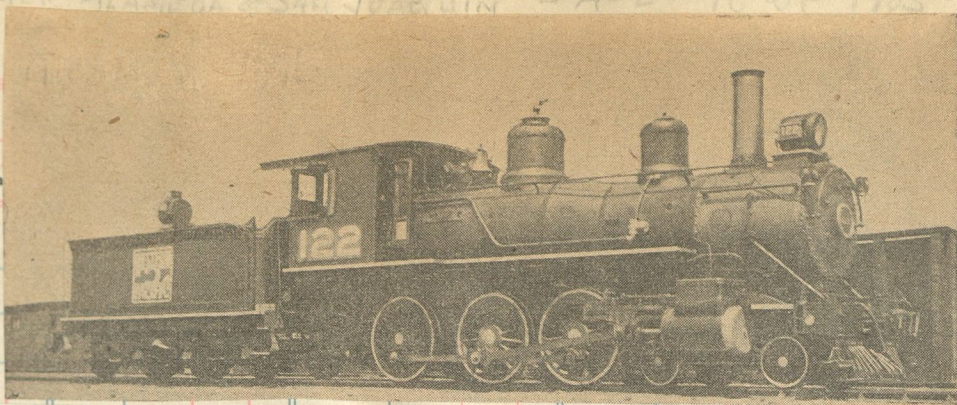
The initial 2-8-8-2 on the W.P. Six were built by Baldwin in 1931 noed 251-256 c/n 61636



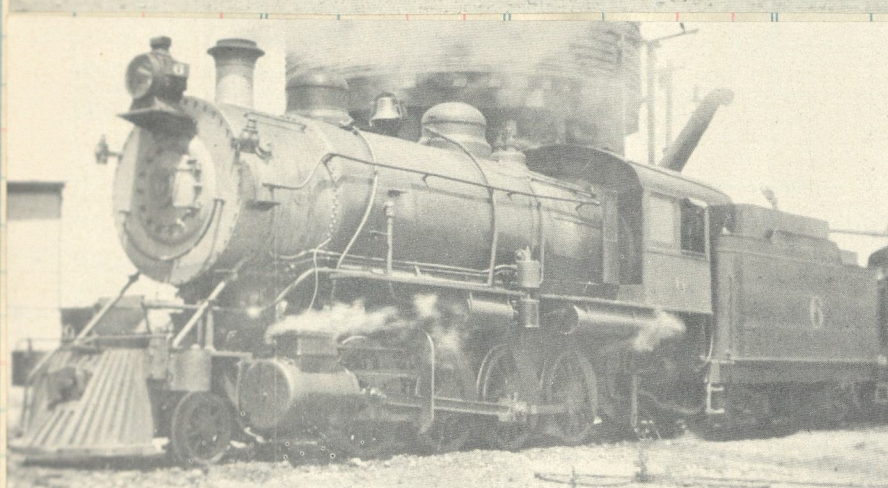
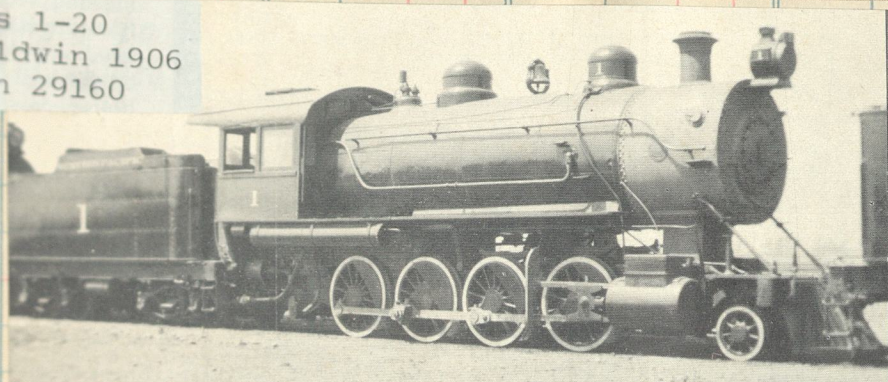
Oroville: center of orange and olive-oil production, WP division point and start of CTC territory. From Oakland to Oroville, single track is guarded by absolute automatic blocks

James E. Boynton

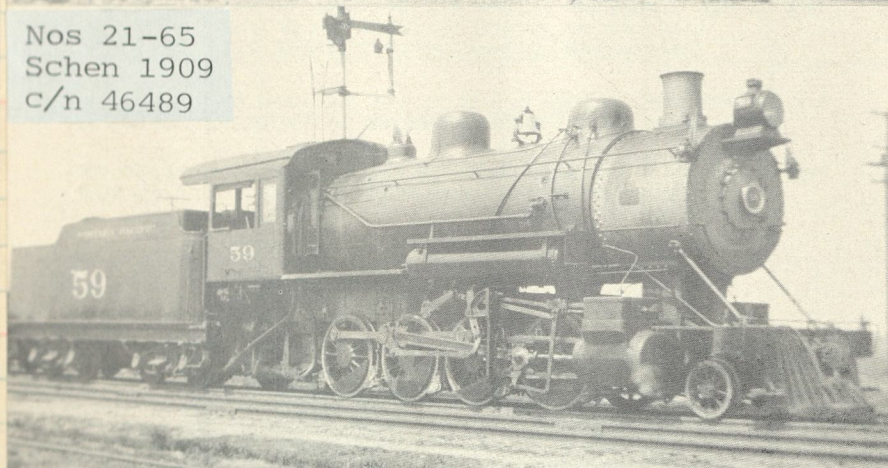
Class No. Sold Amount



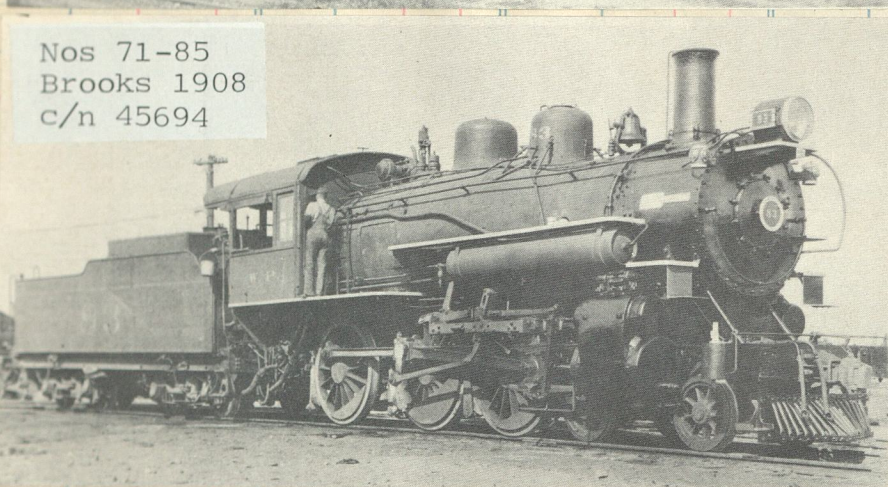
Nos 1-20
Baldwin 1906
c/n 29160



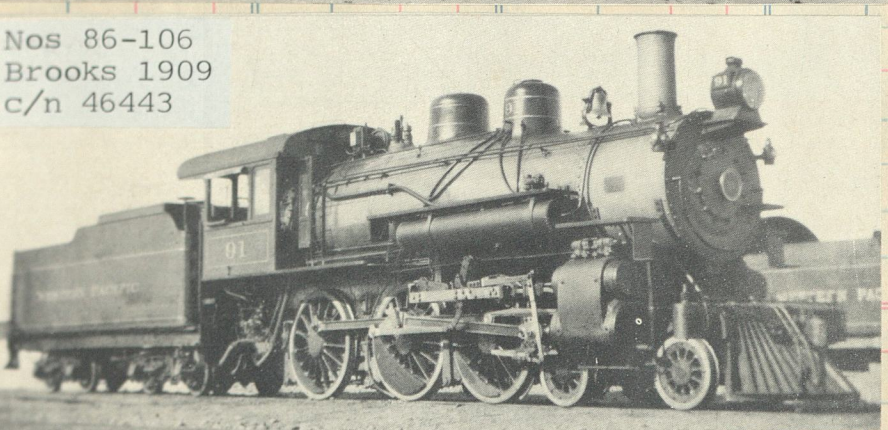
Nos 21-65
Schen 1909
c/n 46489



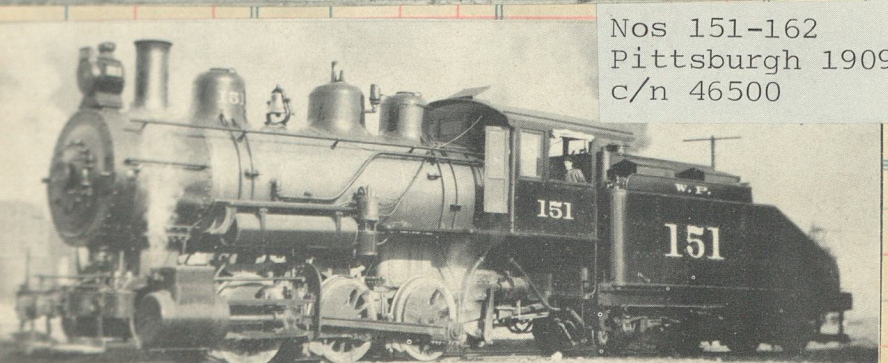
Nos 71-85
Brooks 1908
c/n 45694



Nos 86-106
Brooks 1909
c/n 46443



Nos 151-162
Pittsburgh 1909
c/n 46500

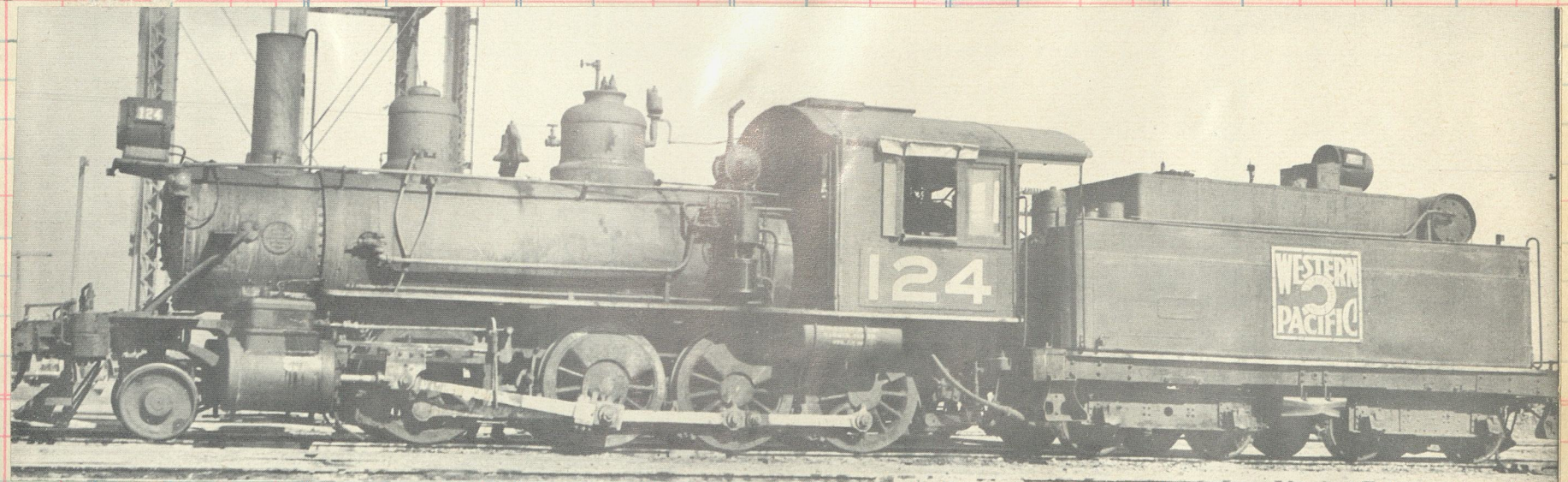
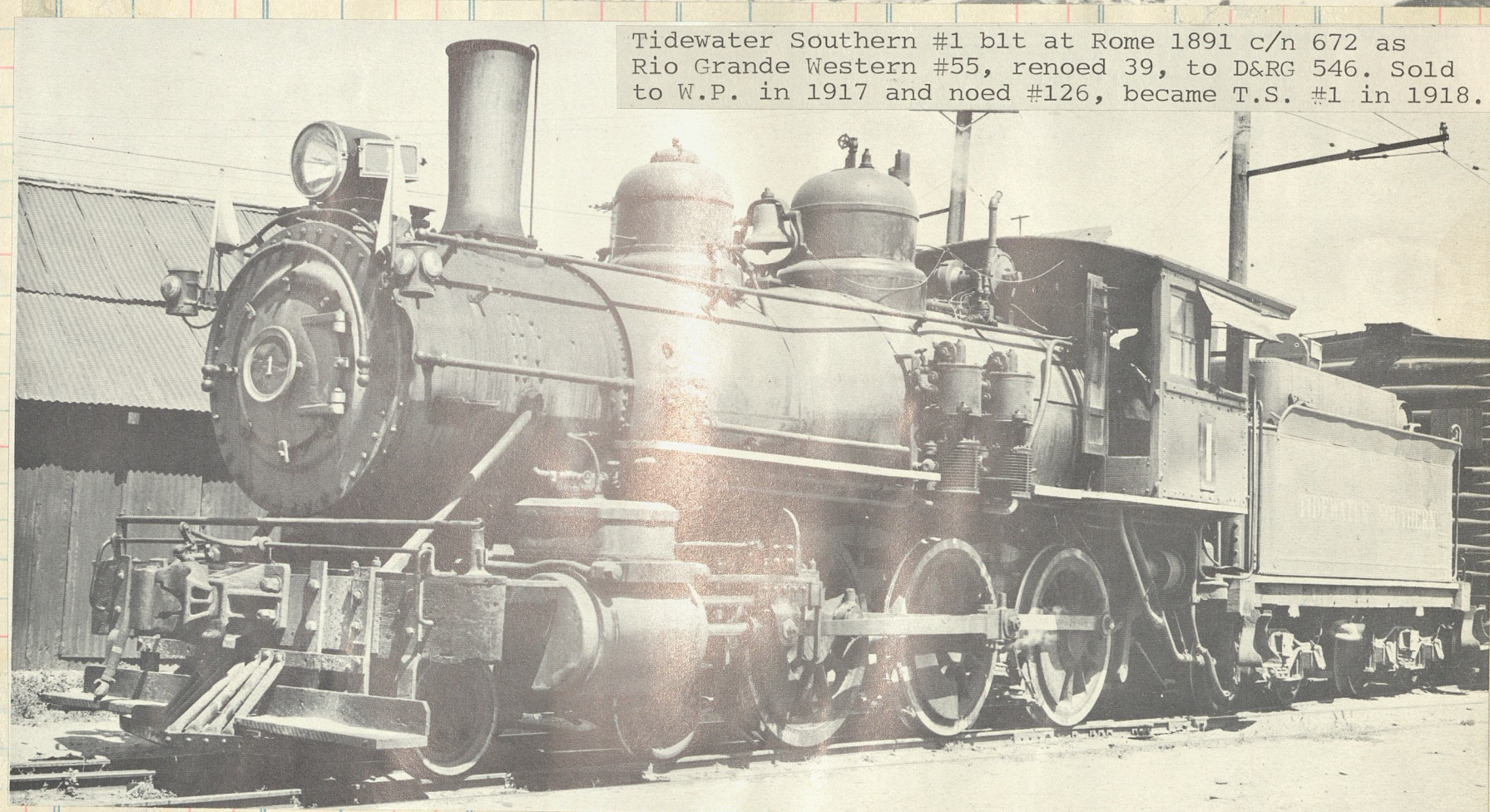


Two Ten wheelers were built by Richmond 1896 as nos 1 & 2 for the Alameda & San Joaquin with c/n's 2543-2544. Renoed W.P. 121 & 122 in 1905



Page 40

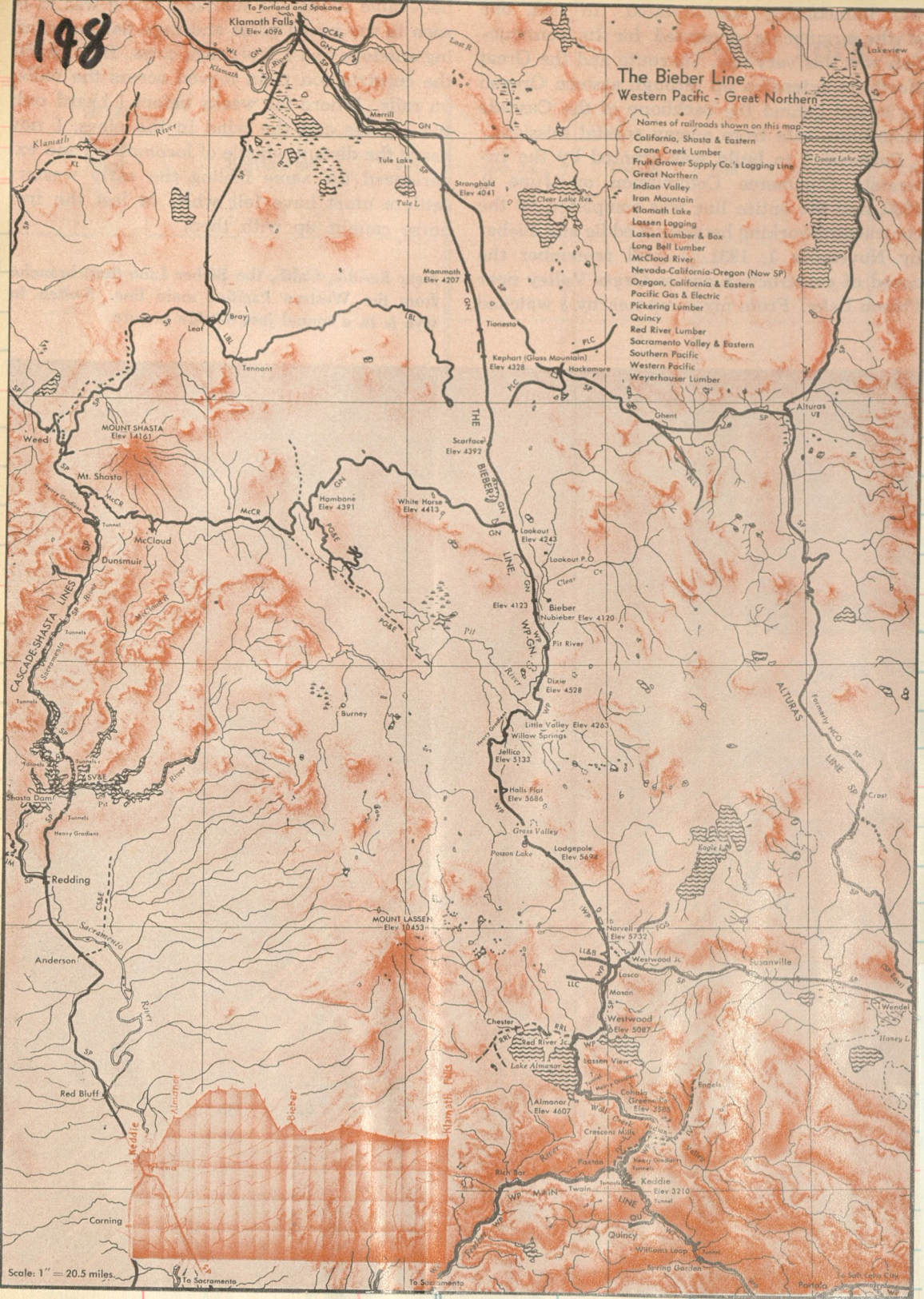
Tidewater Southern #1 blt at Rome 1891 c/n 672 as Rio Grande Western #55, renoed 39, to D&RG 546. Sold to W.P. in 1917 and noed #126, became T.S. #1 in 1918.



In 1882 Baldwin delivered this 2-8-0 to the Cincinnati, New Orleans & Texas Pacific as #55 [c/n 6085] renoed 555. About 1905 sold to Boca & Loyalton #5 and in 1916 went to the W.P. as #124 and remained in service until October 1947.

Builder—Baldwin
No.—57018
Date—1923
Drivers—46"
Cyl.—16" x 24"
Weight—106,000#
T.E.—20,000#
Steam—180 psi

198



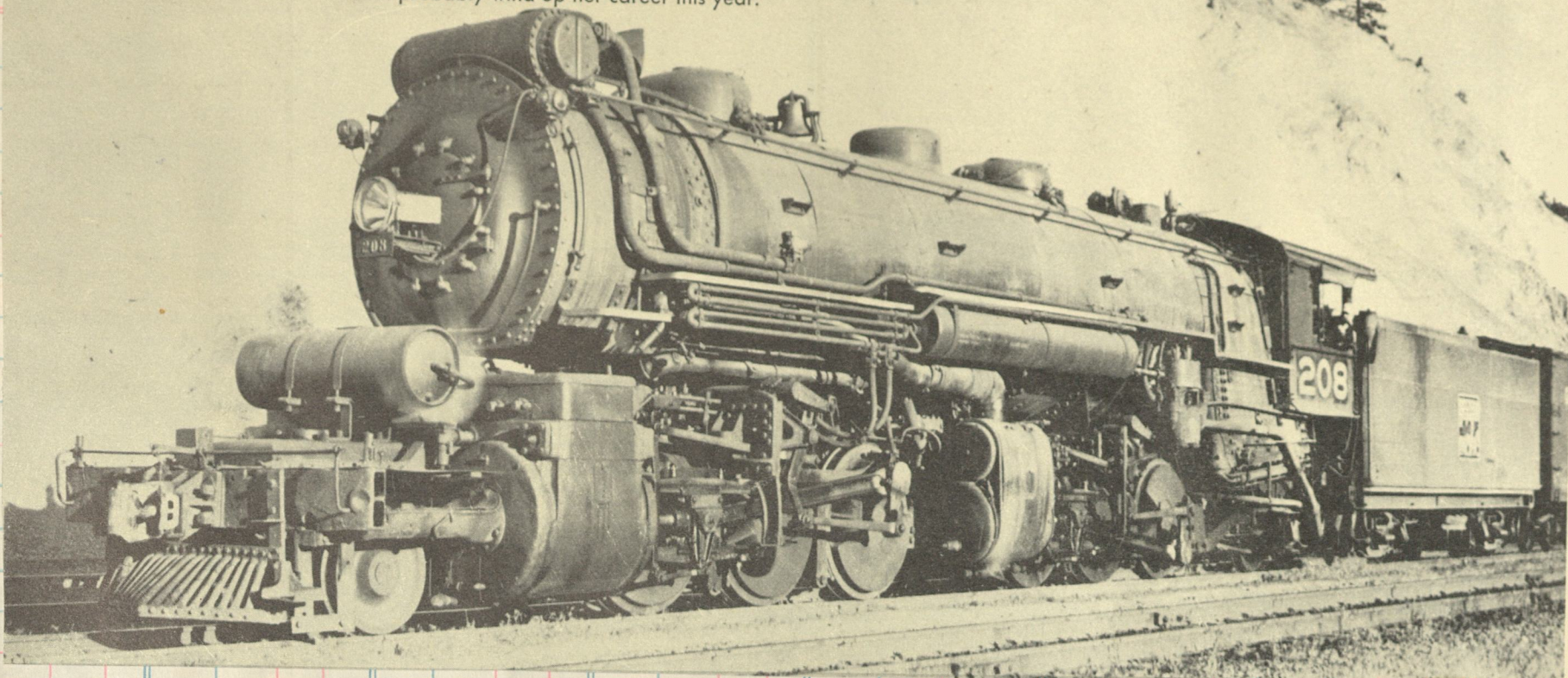
The Bieber Line

Names of railroads shown on this map:
California, Shasta & Eastern
Crane Creek Lumber
Fruit Grower Supply Co.'s Logging Line
Great Northern
Indian Valley
Iron Mountain
Klamath Lake
Lassen Logging
Lassen Lumber & Box
Long Bell Lumber
McCloud River
Nevada-Columbia-Oregon (Now SP)
Oregon, California & Eastern
Pacific Gas & Electric
Pickering Lumber
Quincy
Red River Lumber
Sacramento Valley & Eastern
Southern Pacific
Western Pacific
Weyerhaeuser Lumber

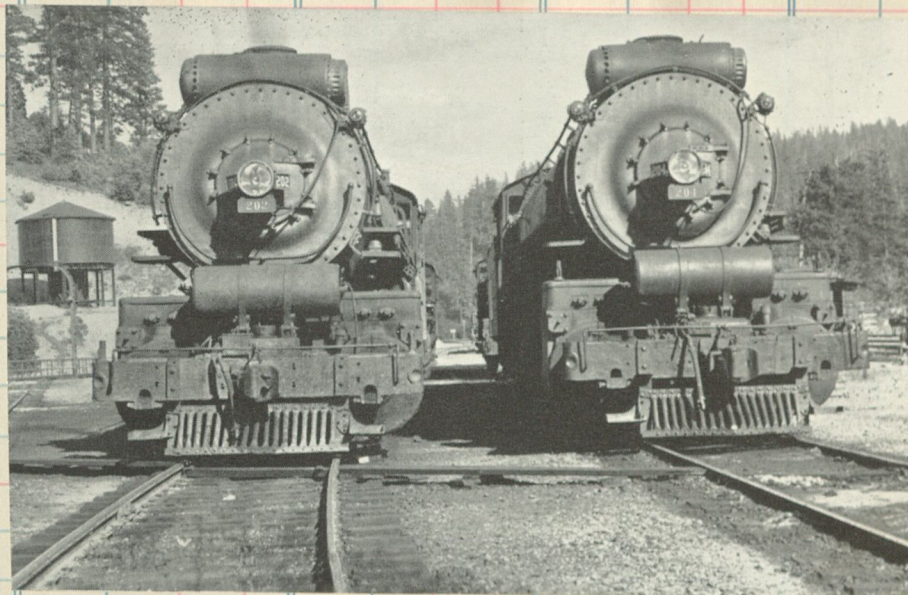
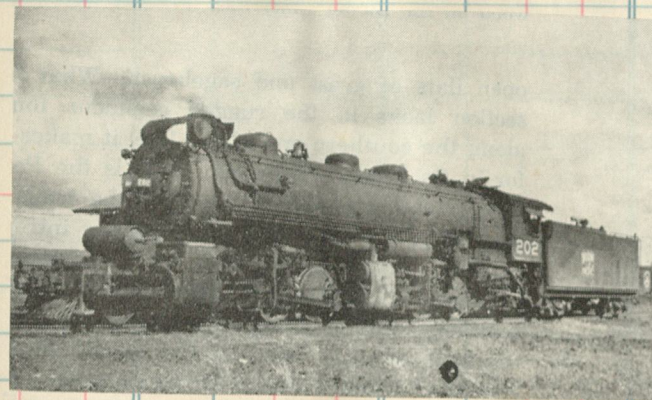
Scale: 1" = 20.5 miles

For over twenty years these little 201-class mallets have been the principal power used on the Northern California Extension of the Western Pacific — that 203 miles from Keddie thru some of the least inhabited and most beautiful parts of California, to Bieber, the connection with the Great Northern. In more recent years, the 251-class (2-8-8-2's) and heavy diesel units have been used on this line and the time of the 2-6-6-2's is limited indeed. No. 208, shown here at Keddie in May of 1938, was built by Alco in 1924 and will probably wind up her career this year.

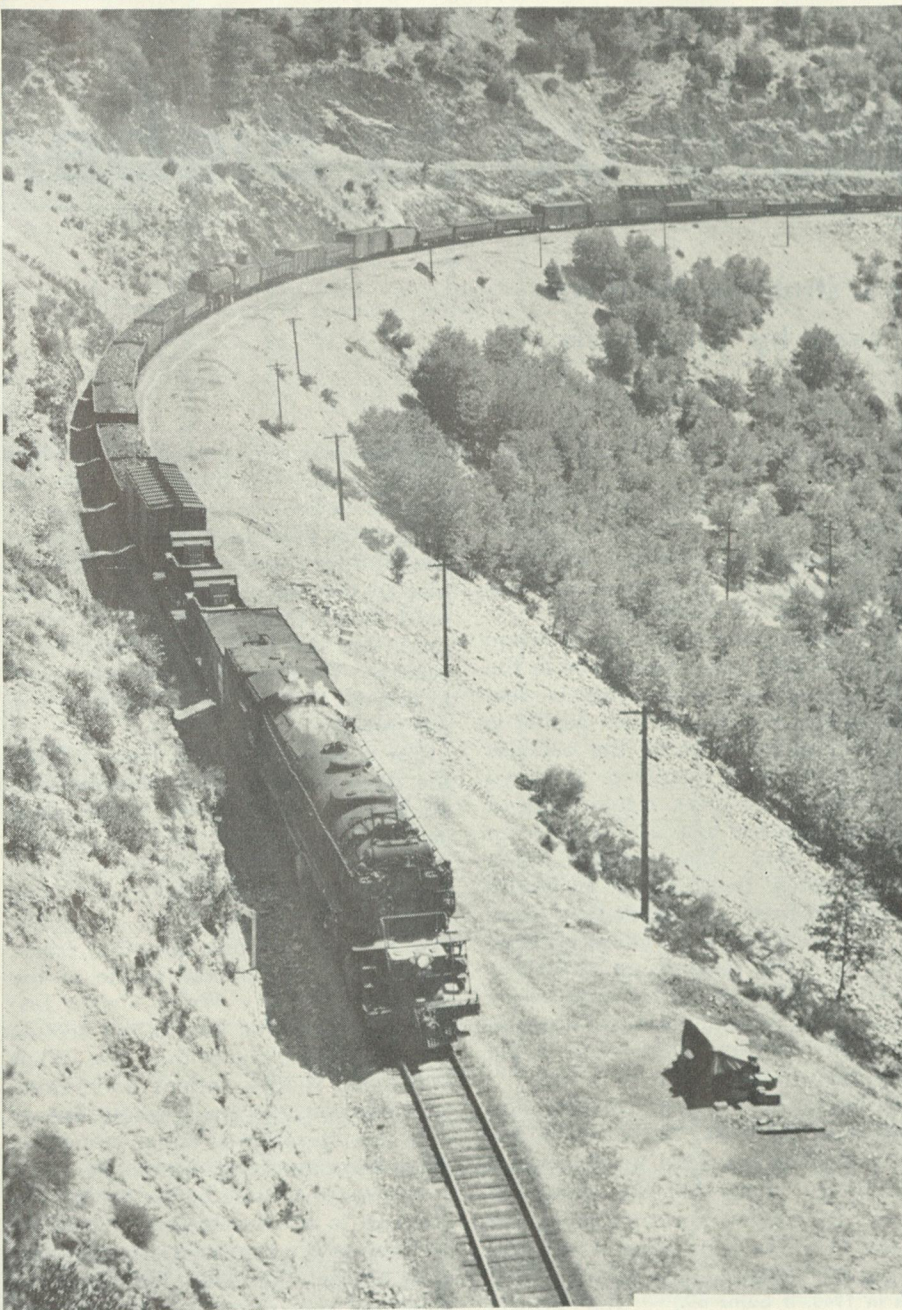
Page 55



The Bieber Line



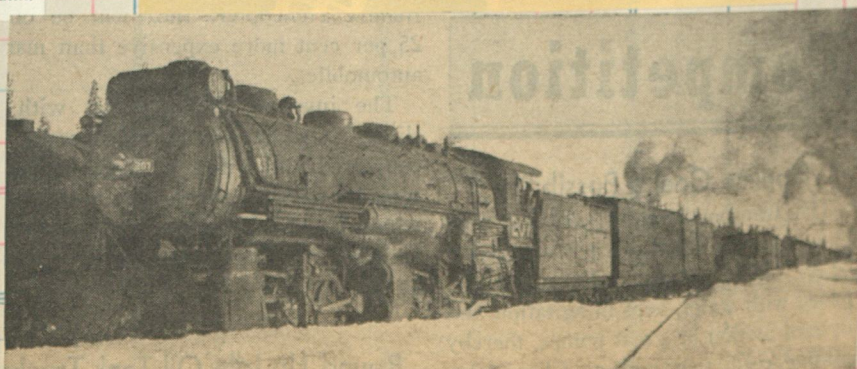
On the ready tracks at Keddie



High up in wooded mountain terrain and on a railroad line untraversed by streamliners, Extra 253 thunders north between Keddie and Moccasin, Calif. Road engine is a simple articulated 2-8-8-2. Ten cars back from the head-end comes compound 2-6-6-2 No. 202, an oil-burner with a brakeman's doghouse on the tank.

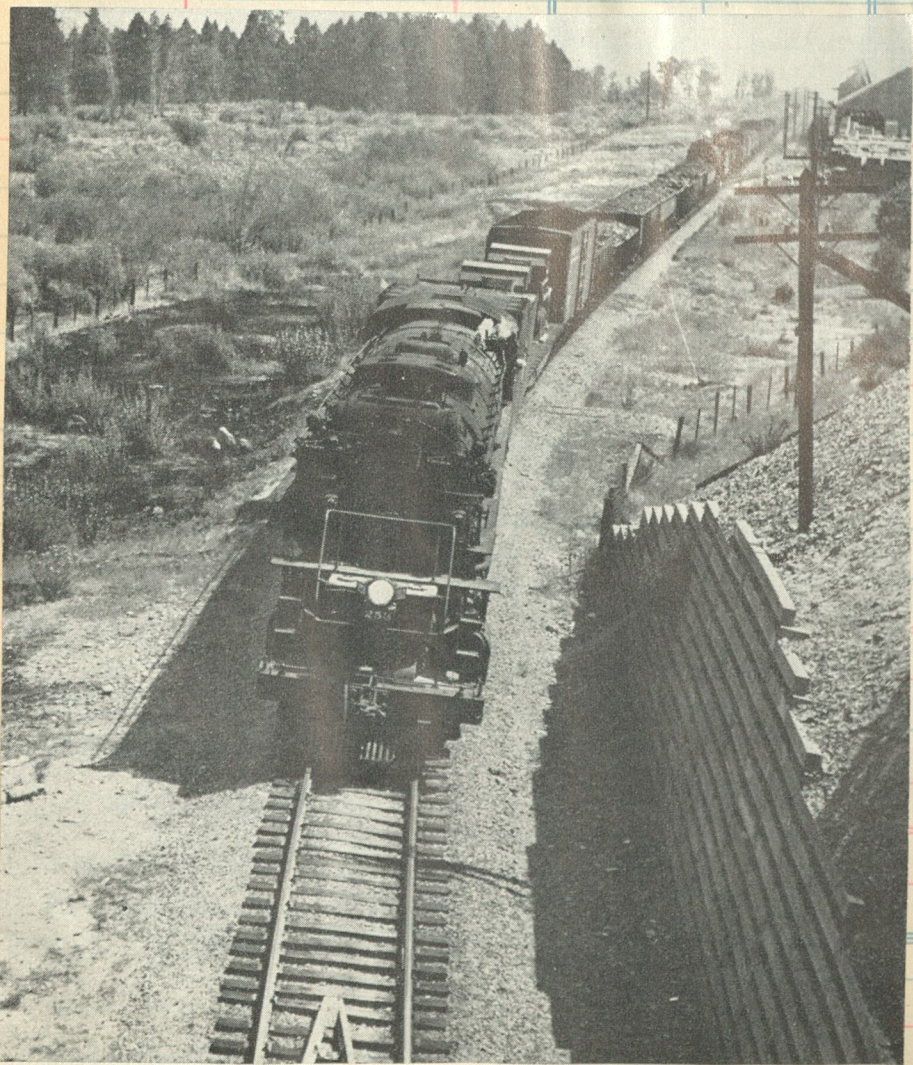
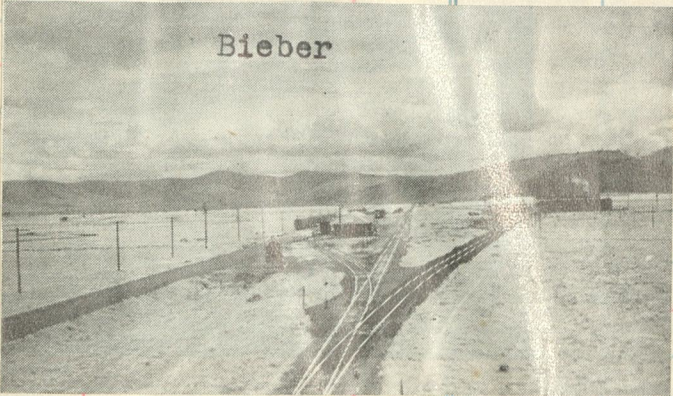


Snow can get deep at Norvell Elev 5732'

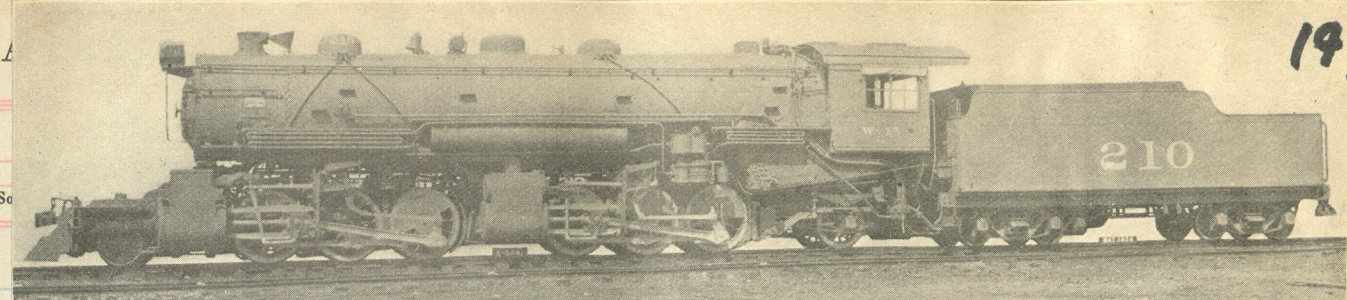


WESTERN PACIFIC ENGINE 207 ARRIVING AT NORVELL, CAL. Engine 204 did the pushing on this train to help it reach the summit of the scenic northern California extension from Keddie to Bieber, Cal.

Bieber

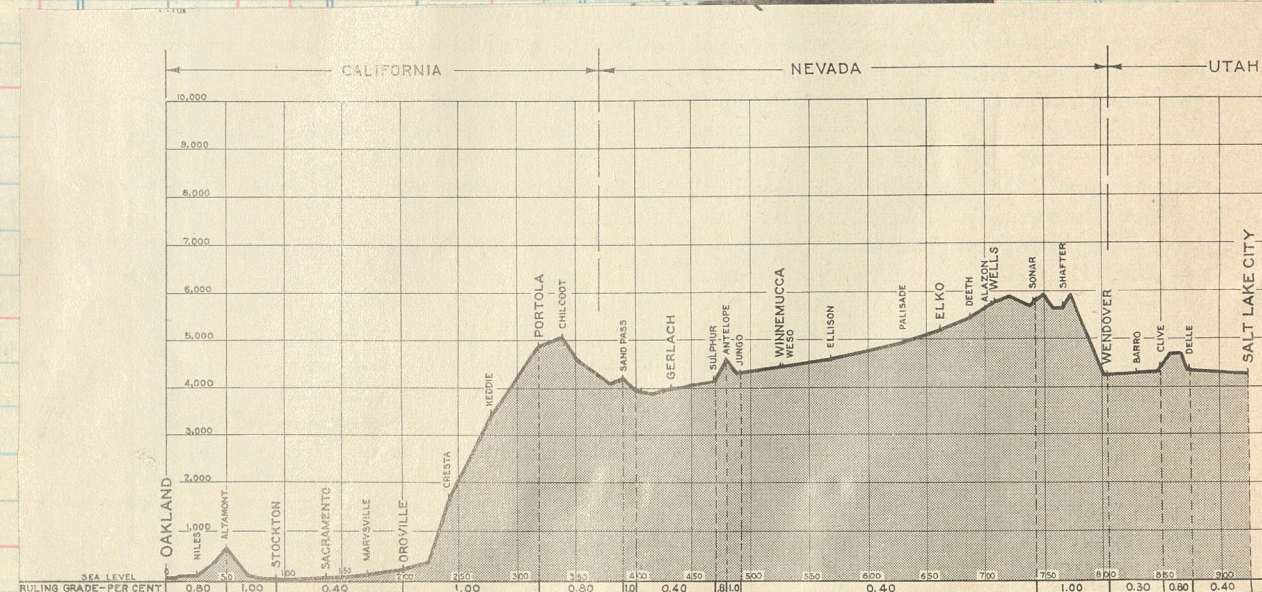
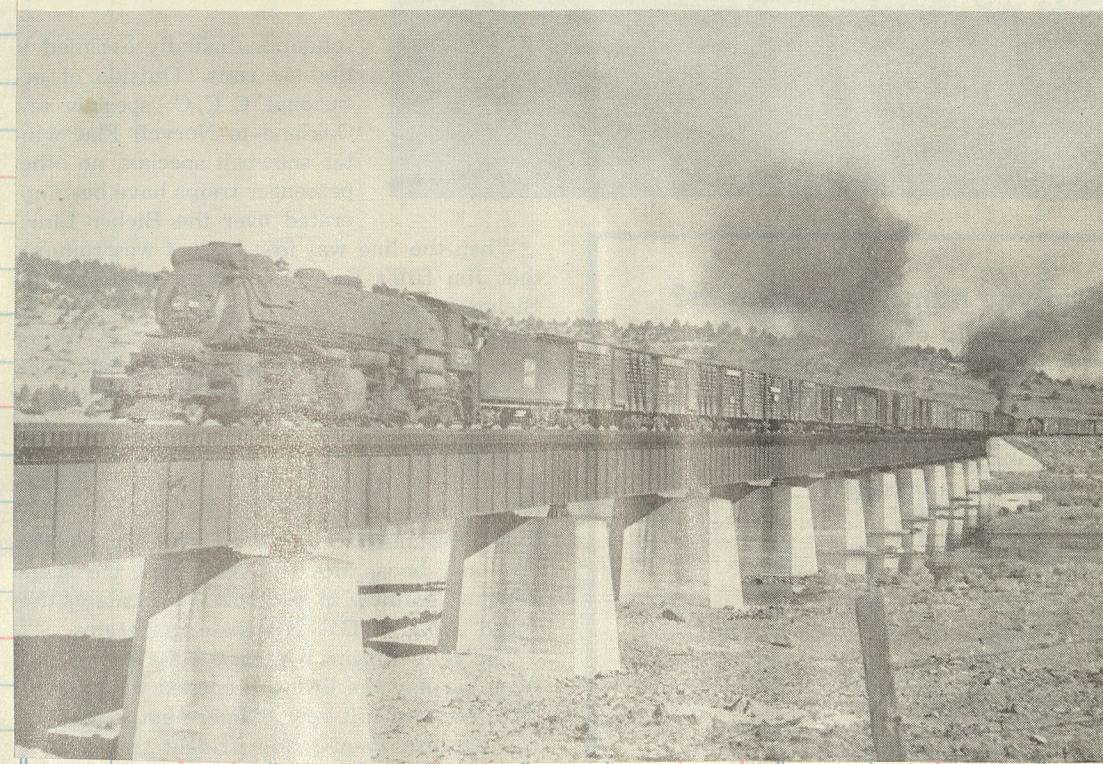


↑The builders of the Bieber Line intended that the Empire Builder should follow the path of this freight, Extra 253 of the WP, but lean days in the 1930's canceled that idea. ↓Out of

[illegible]

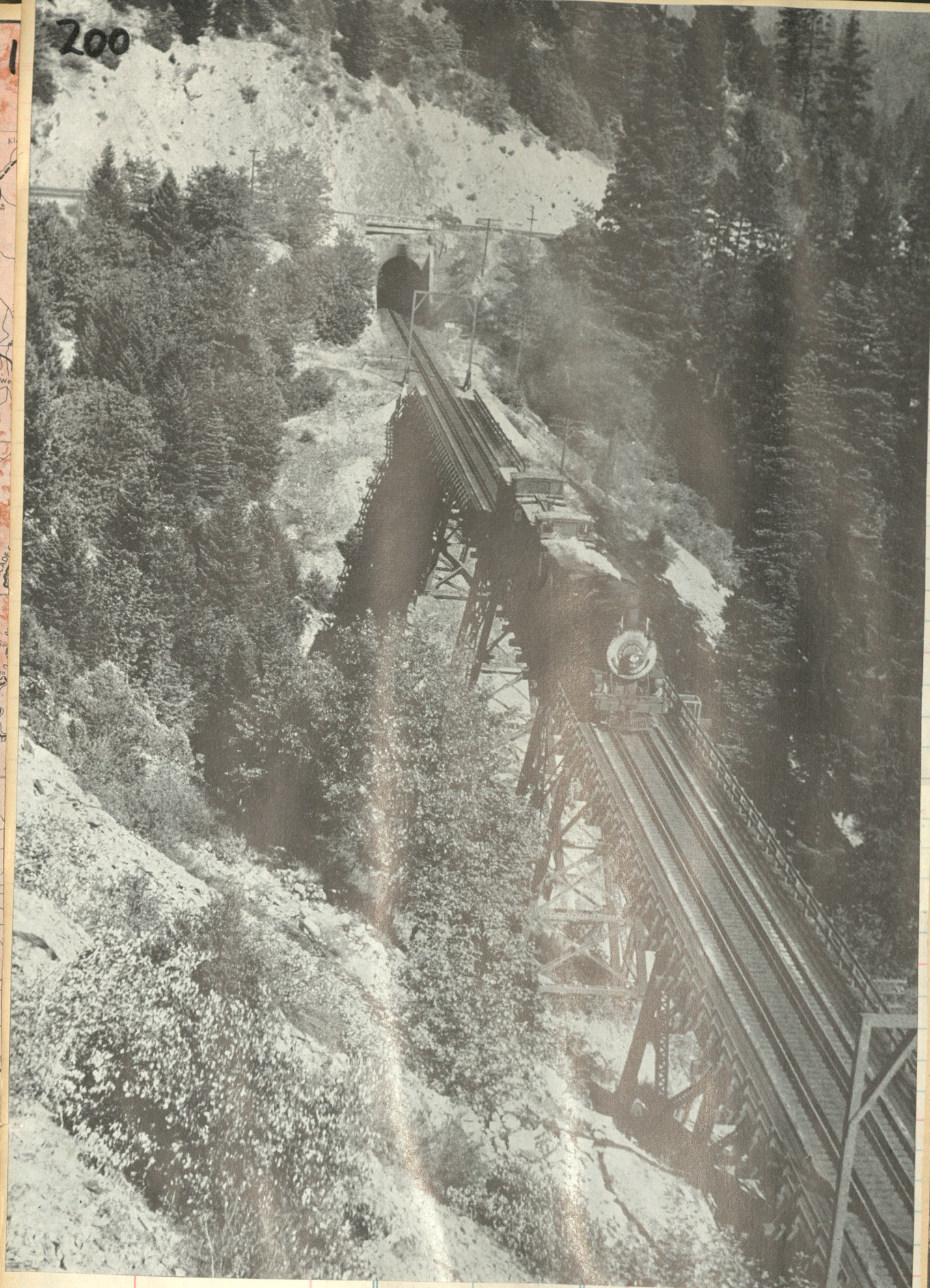
149

A southbound drag picks up momentum as it crosses the Pit River viaduct headed for the 30-mile climb to Halls Flat. The 70 cars in this train are handled by four Mallet compounds, two of which are visible.



Eng 201, the first Mallet on the W. P. The initial engine of five delivered by Brooks in 1917. Had cyls 37x23 1/2x32, dvs 57", T.E. 80,000#. The 201 cost the company \$52,861. Saw last service in May 1951.

200



em

os. No.



203

Class. No.

Sold

Amount

"THUNDER IN THE CANYON"

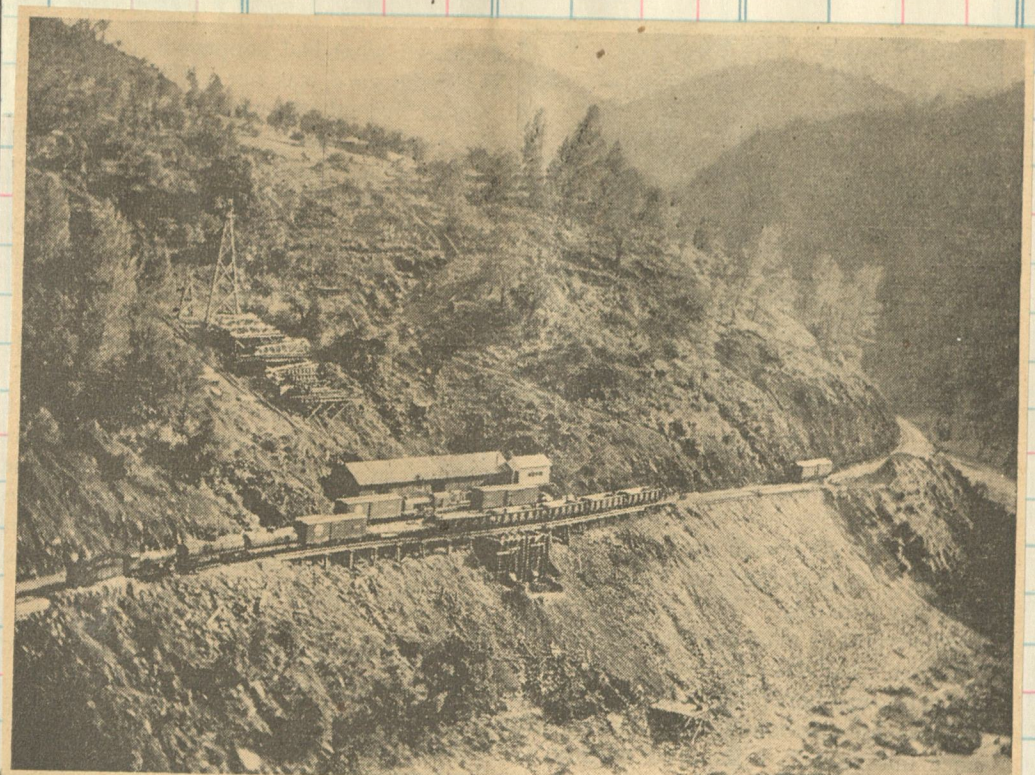
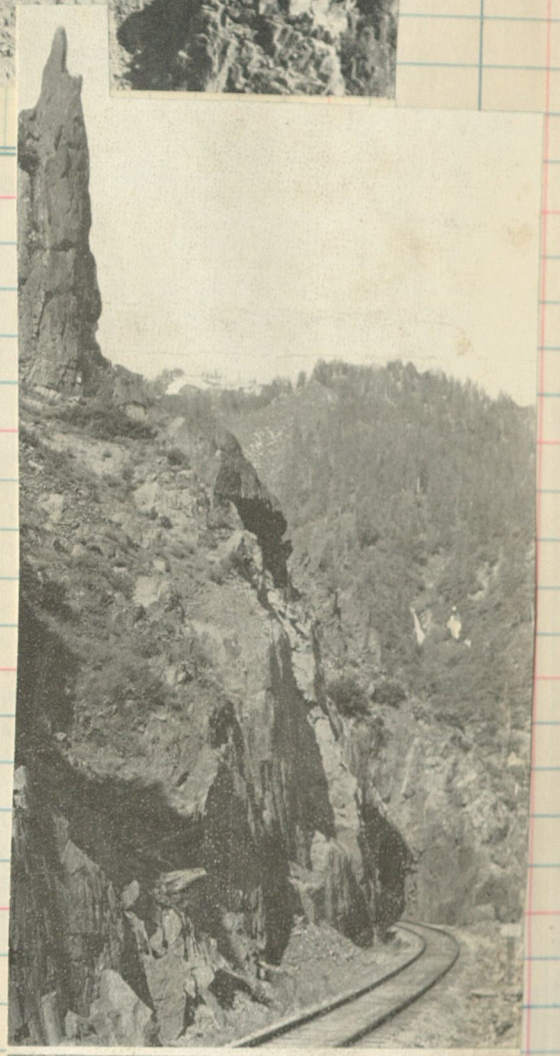


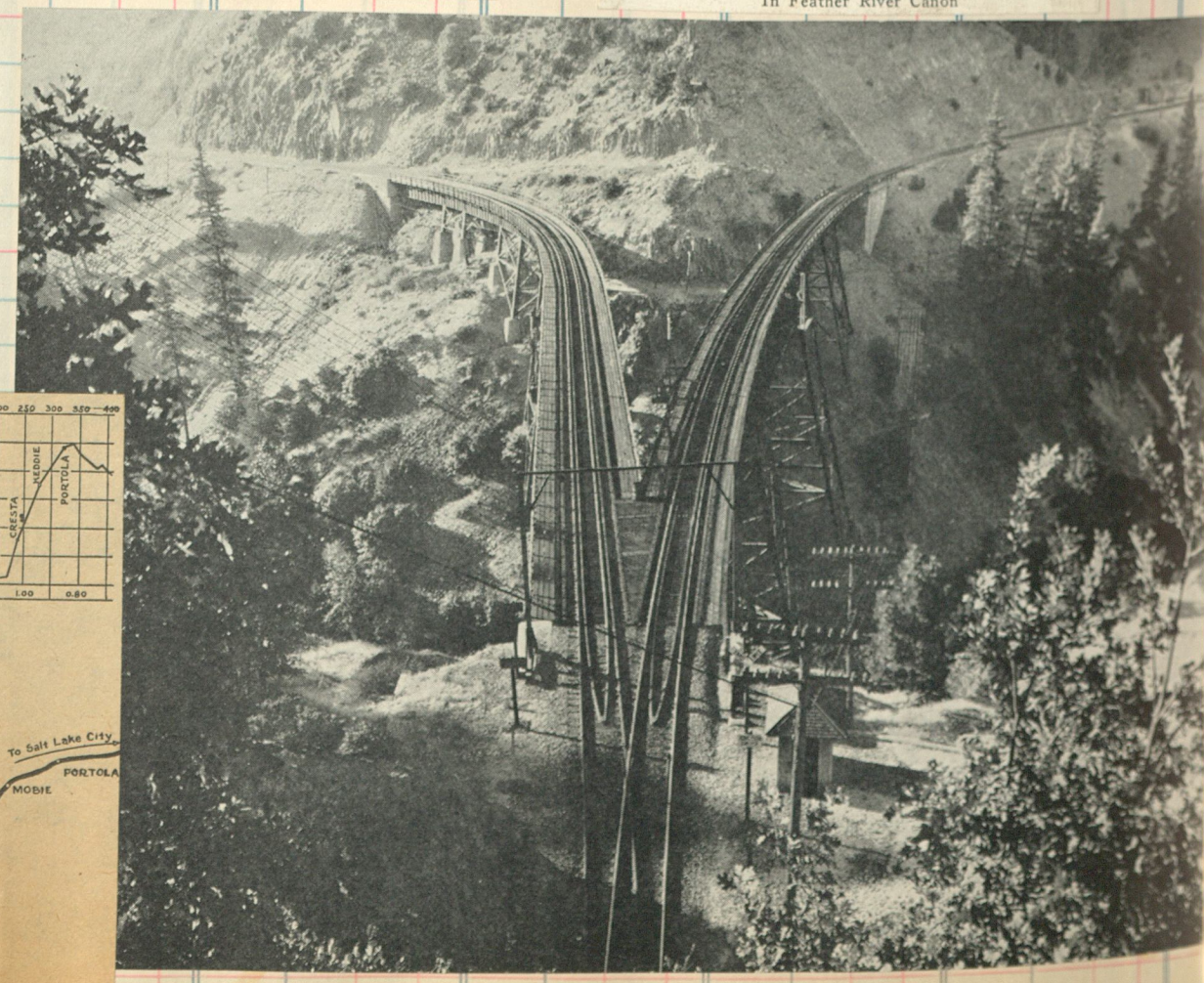
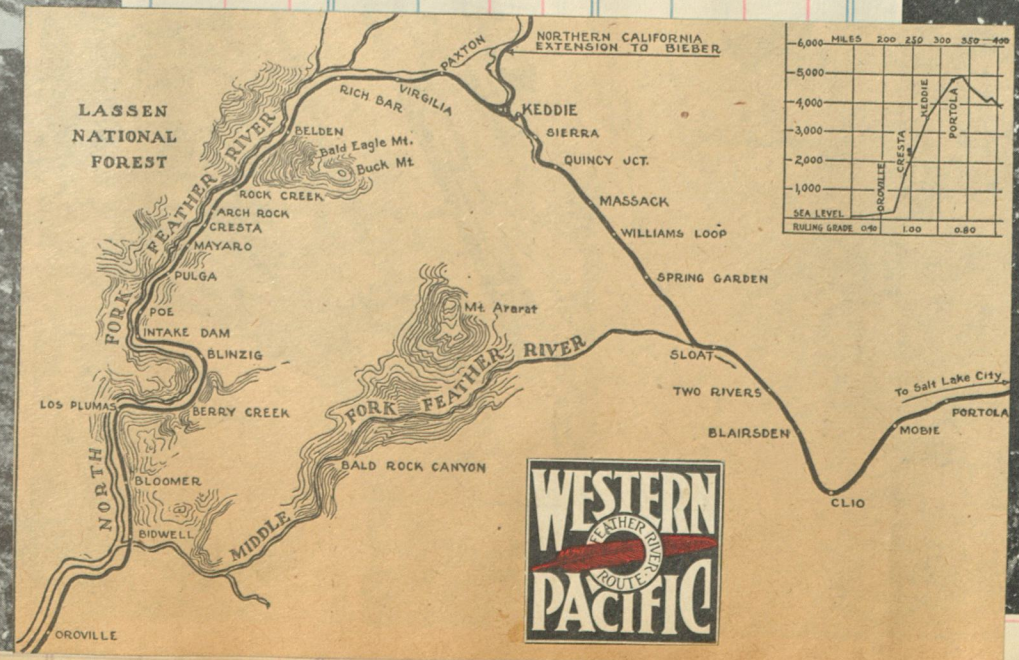
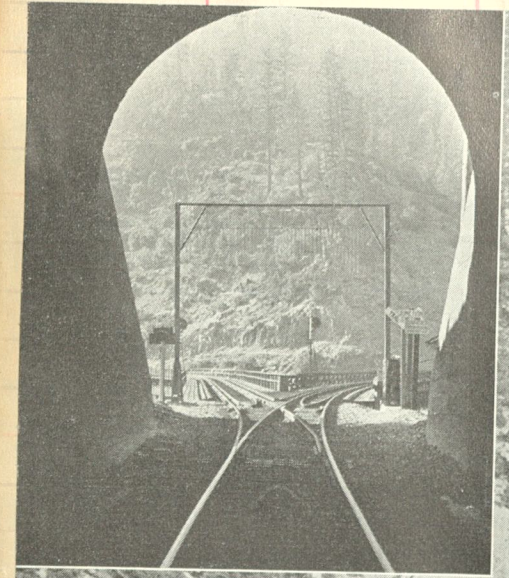
Photo from D. O. McKellips

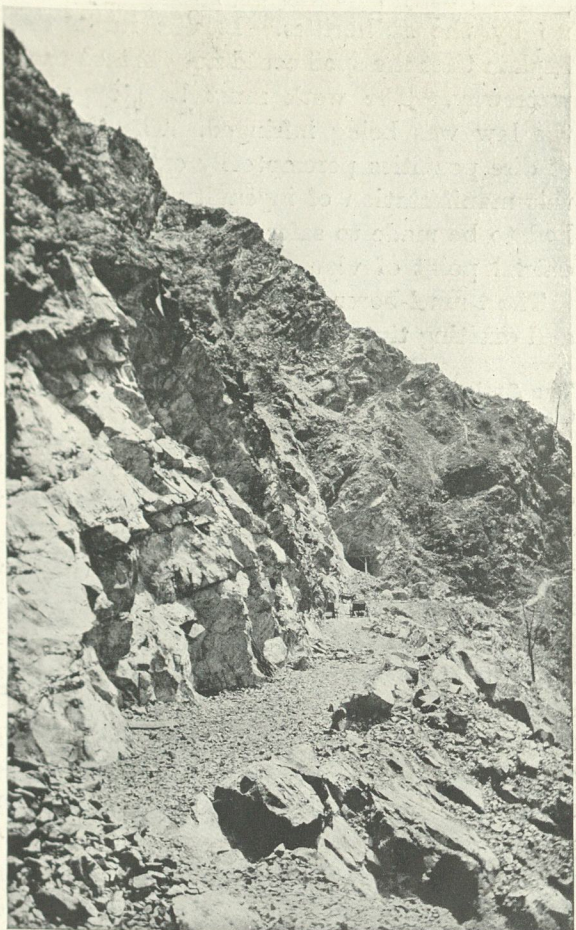
GOULD interests built the Western Pacific to give the Denver & Rio Grande and Rio Grande Western an independent connecting line from Salt Lake City to San Francisco. Construction work was begun in 1905



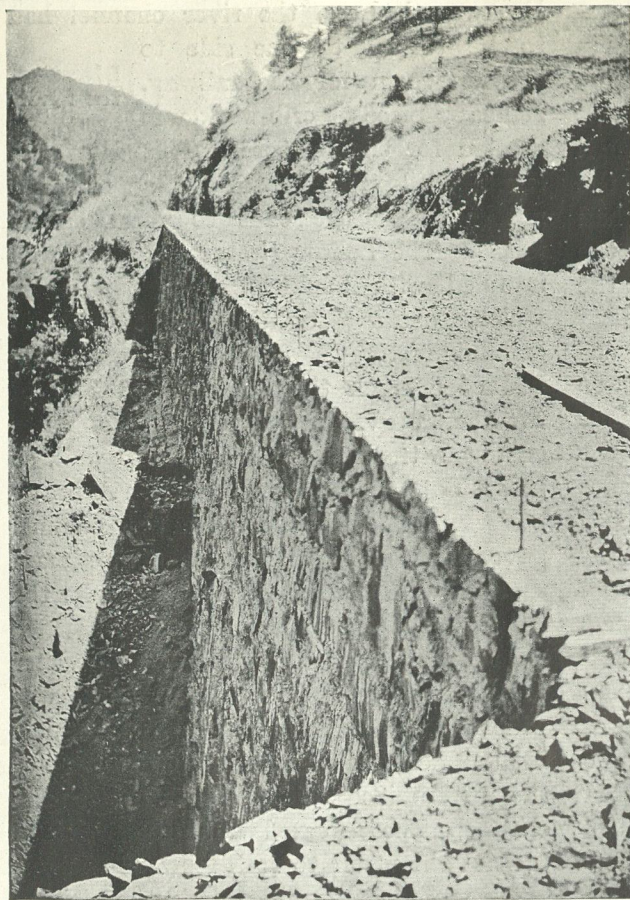
OKM
CLIFFS NEAR BELDEN, CALIFORNIA
In Feather River Cañon

Feather River Canyon

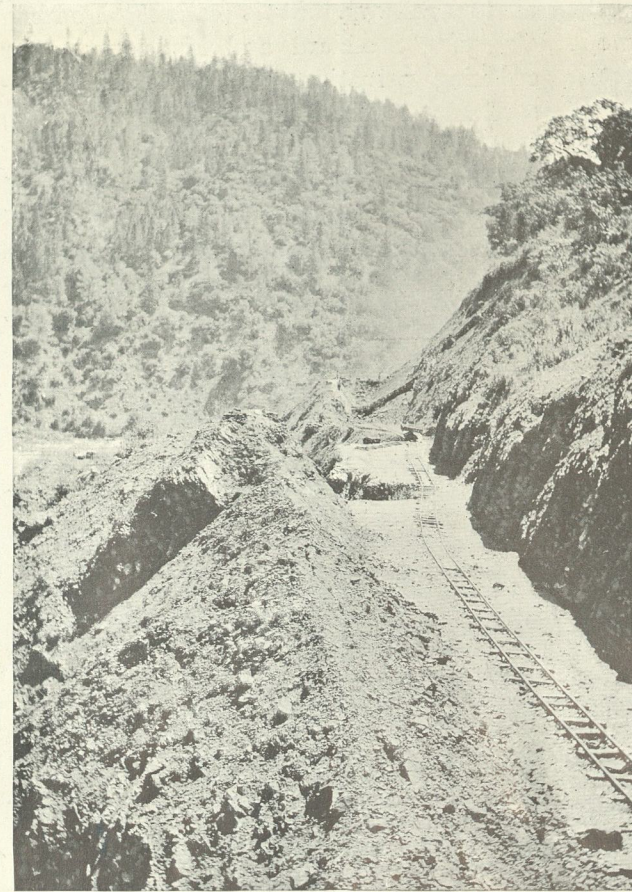




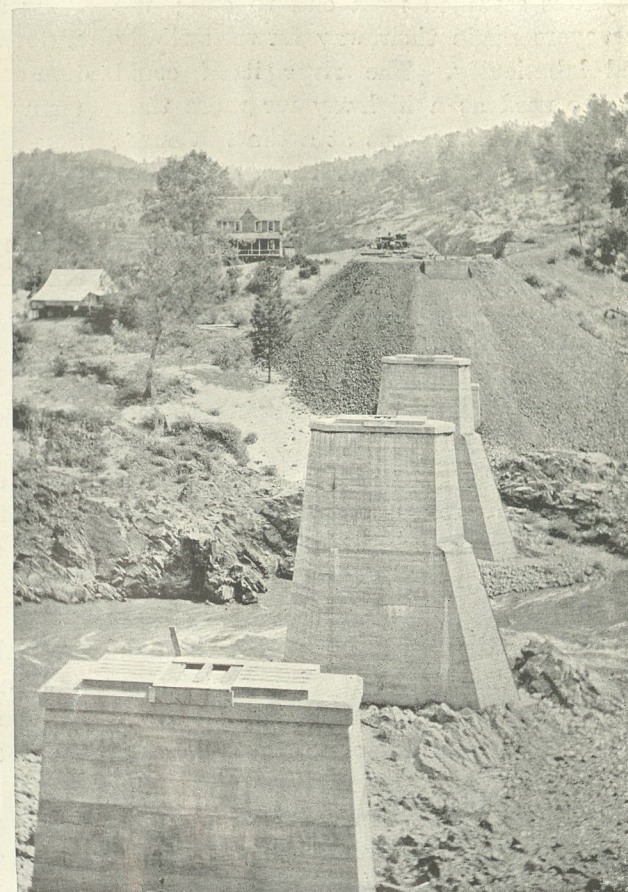
ROUGH GOING THROUGH THE FEATHER RIVER CANYON
Showing entrance to a short tunnel through a spur 30 miles east of Oroville, California.



MASONRY WALL THROWN ACROSS A RIFT IN THE MOUNTAIN, AND FILLED BEHIND TO PROVIDE A SHELF TO SUPPORT THE METALS.



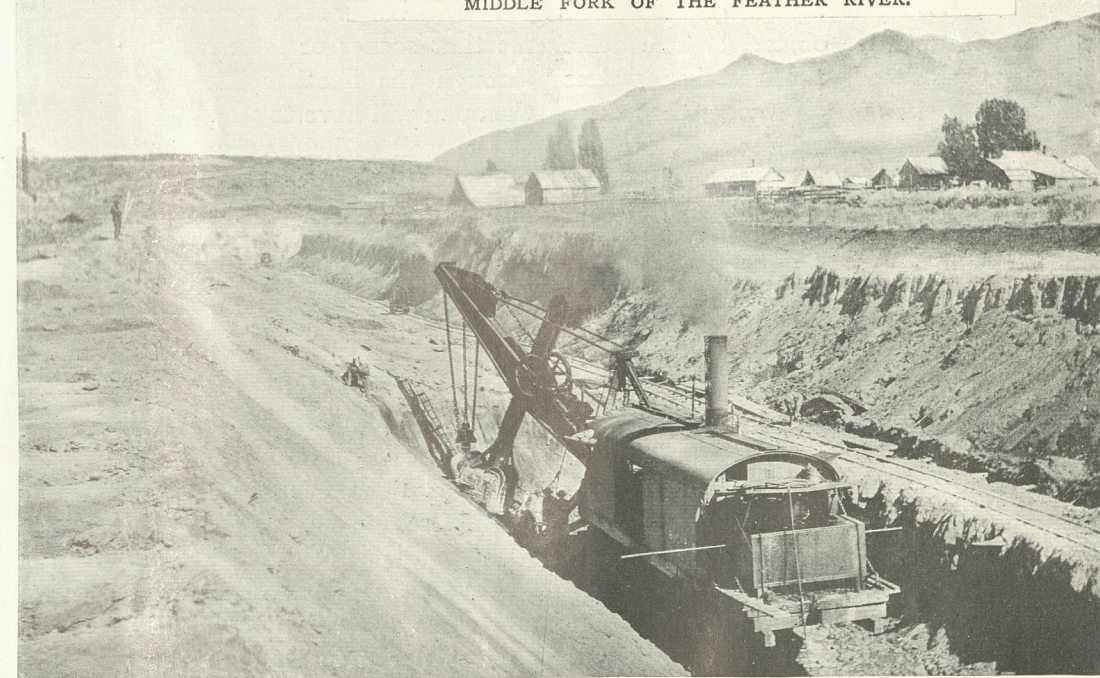
DRIVING THE PERMANENT WAY THROUGH THE RUGGED MOUNTAINS 40 MILES EAST OF OROVILLE, CALIFORNIA.



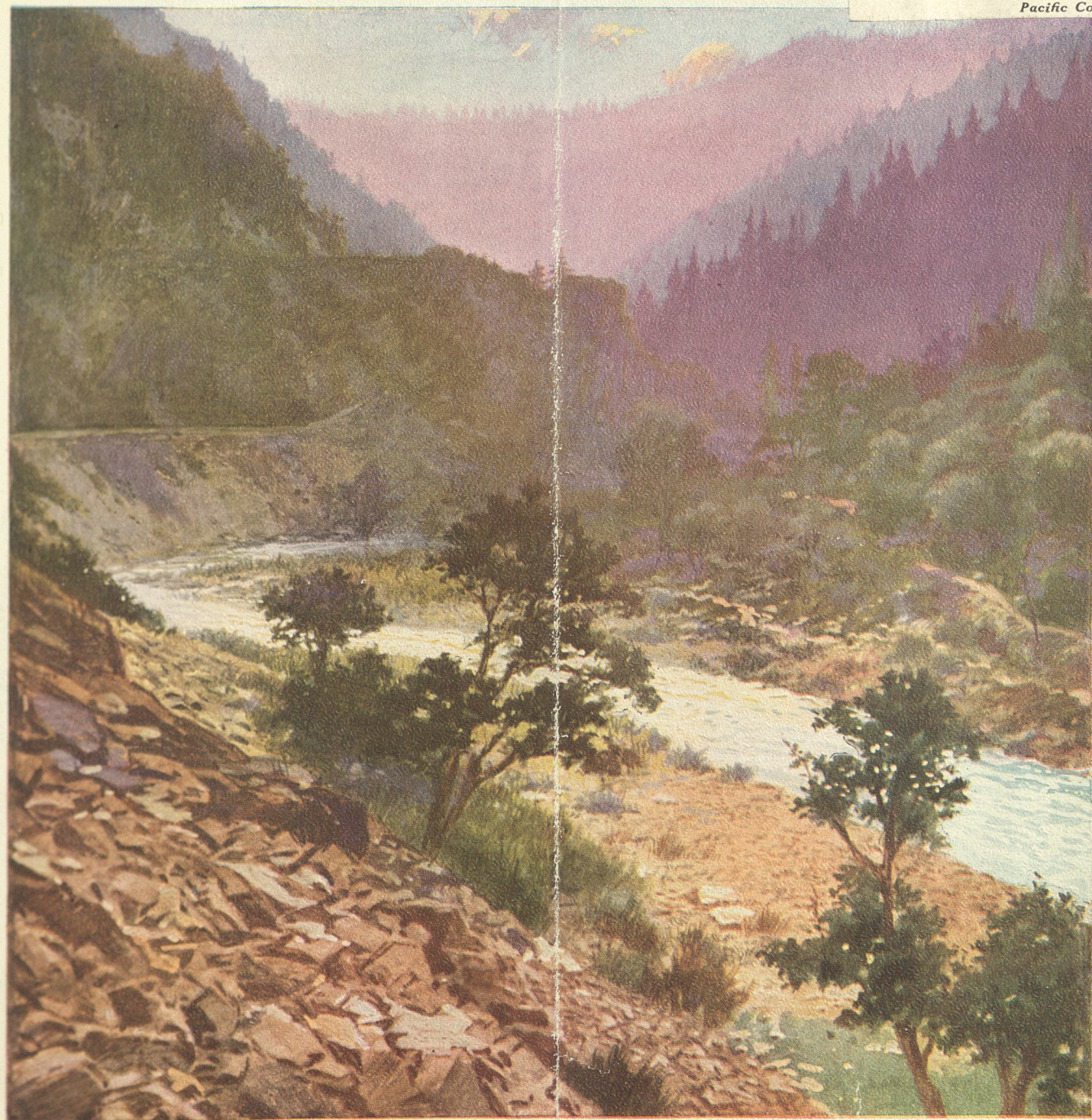
THE MASSIVE CONCRETE PIERS FOR THE BRIDGE CARRYING THE WESTERN PACIFIC ACROSS THE MIDDLE FORK OF THE FEATHER RIVER.



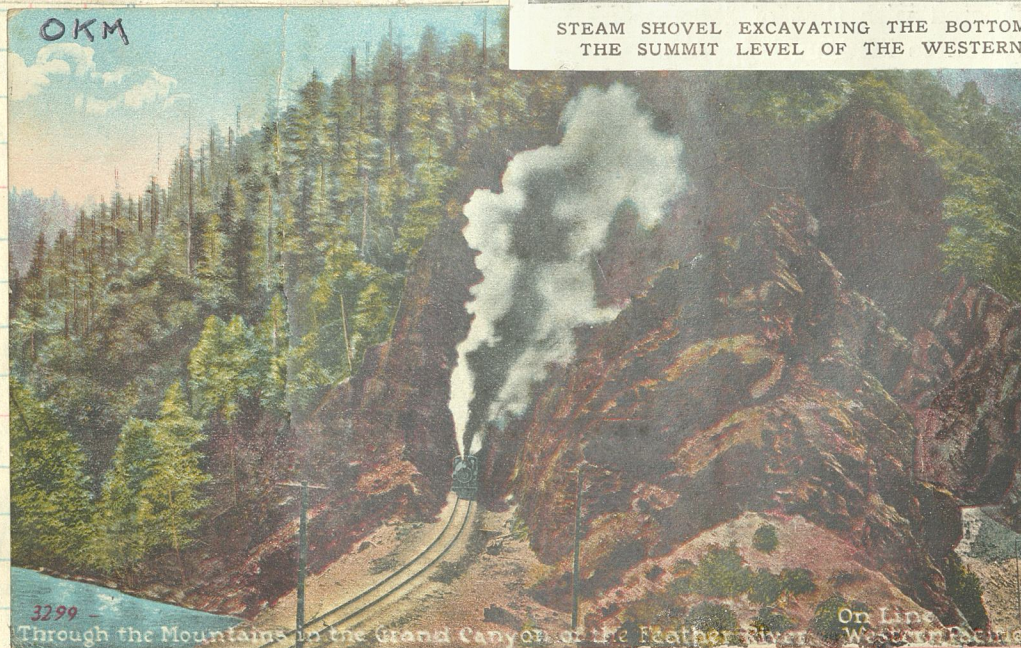
A view in Feather River Canon, California, on the line of the through St. Louis-Pacific Coast service of the Missouri Pacific



STEAM SHOVEL EXCAVATING THE BOTTOM OF THE BECKWORTH TUNNEL APPROACH, THE SUMMIT LEVEL OF THE WESTERN PACIFIC RAILWAY, 4,956 FEET ABOVE THE SEA.



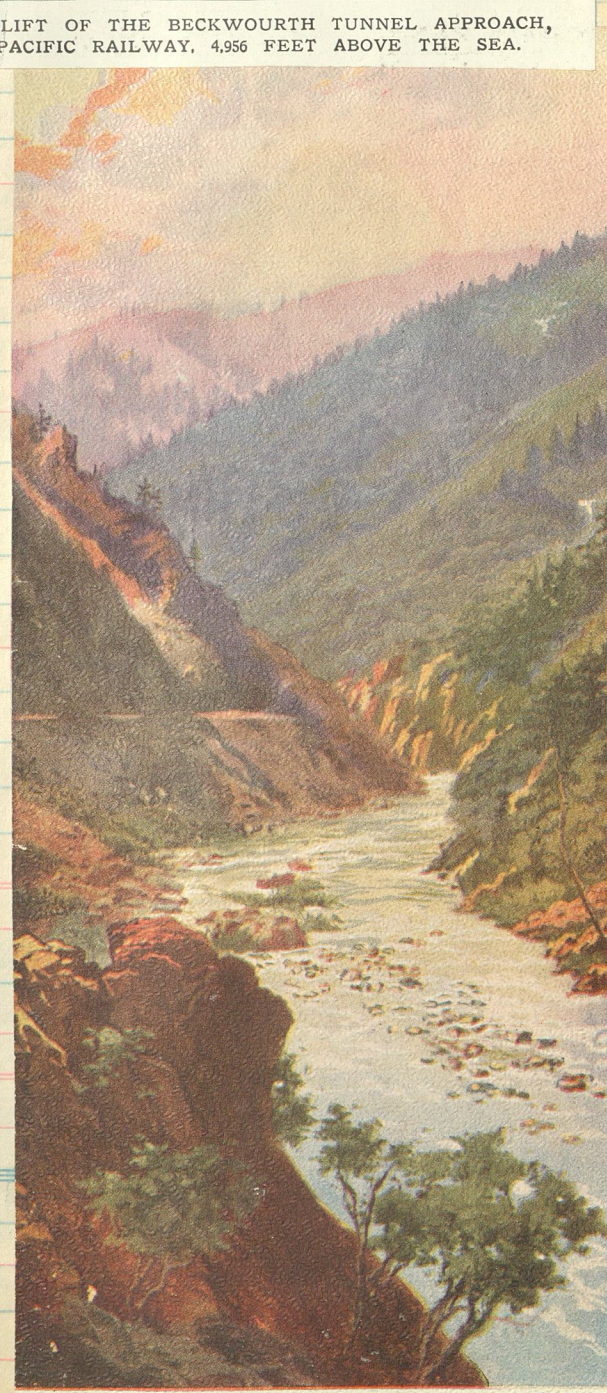
CASTLE BUTTE, CALIFORNIA



Through the Mountains to the Grand Canyon of the Feather River



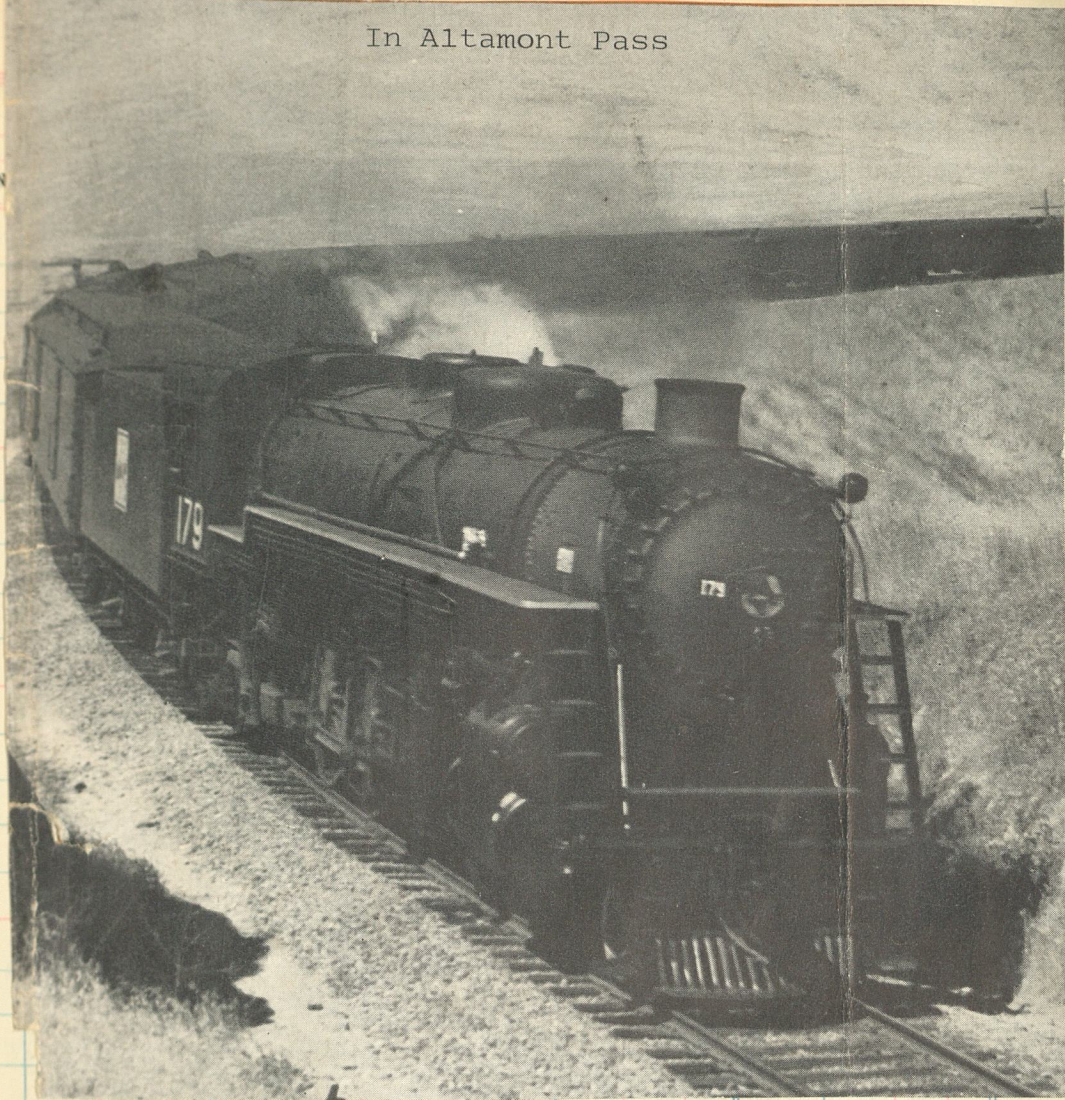
Western Pacific Railway Tunnels in Feather River Canon



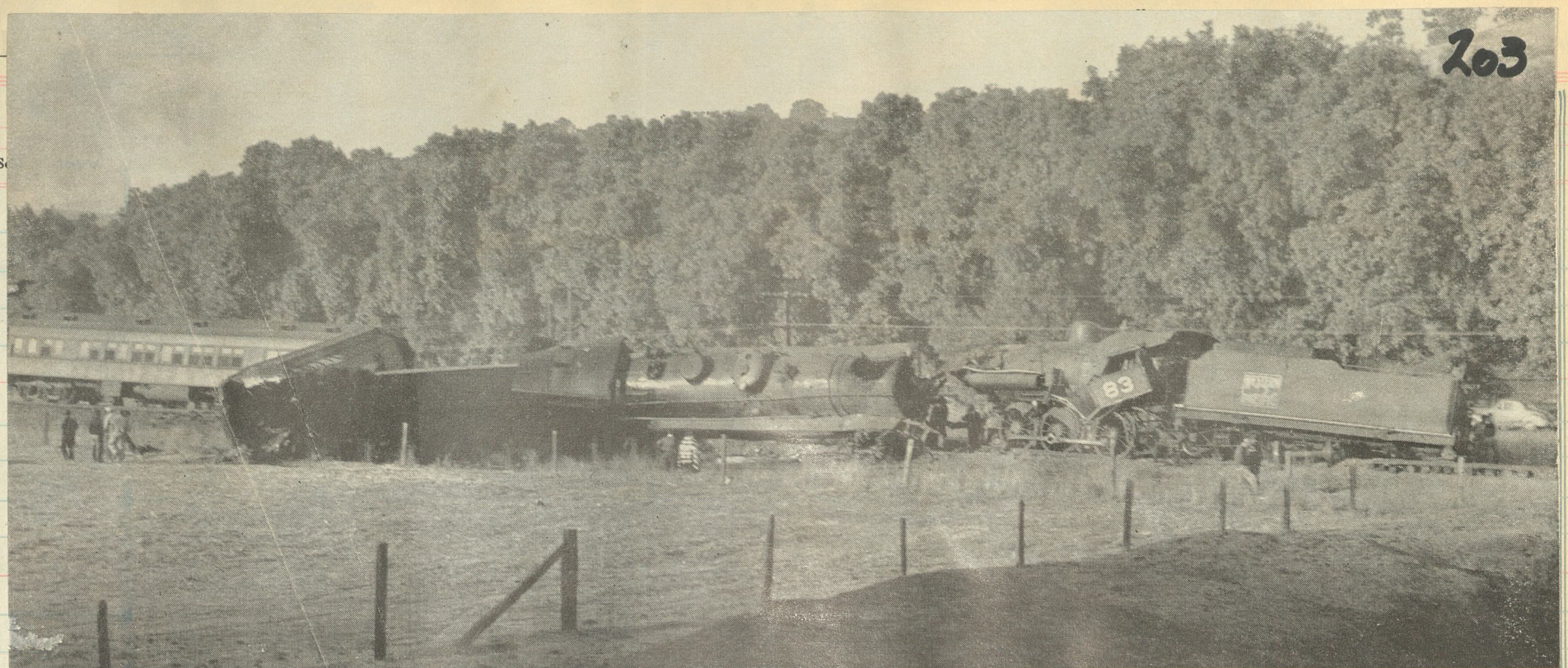
ALONG THE FEATHER RIVER,

OKM

In Altamont Pass



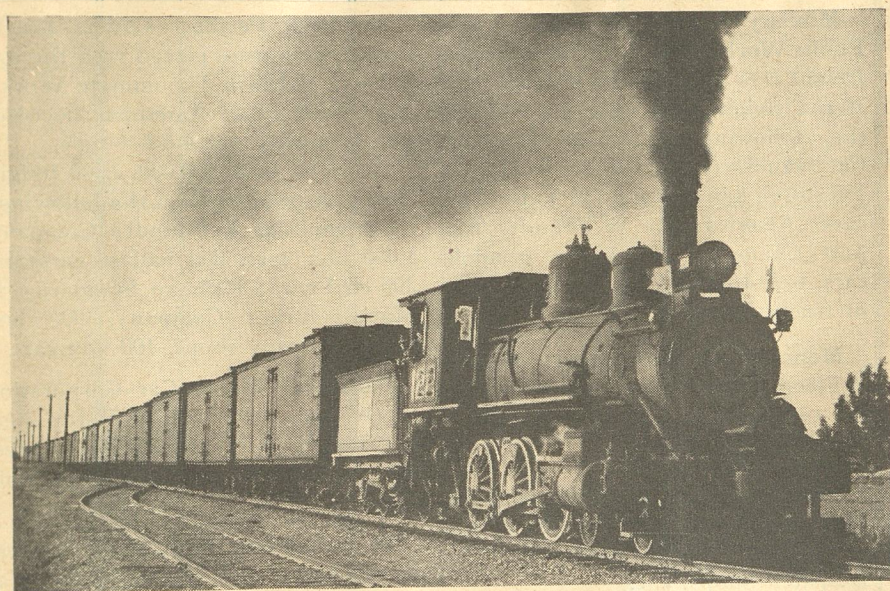
203



THE WRECKAGE OF A CRACK CALIFORNIA EXPRESS (LEFT) LITTERS THE TORN TRACKS MORNING AFTER A COLLISION WITH A DEADHEAD FREIGHT LOCOMOTIVE OUTSIDE OAKLAND

An "Interruption of Service". This head on occurred at Bonita, in Niles Canyon, the night of Sept 22, 1941. Eng 83, running light, overlooked a meet order and collided with Trn #40 "Exposition Flyer" being handled by 4-8-2 #179.

Data supplied by Fred Stindt



OIL BURNING ENGINE 122 OF TIDEWATER SOUTHERN RY.

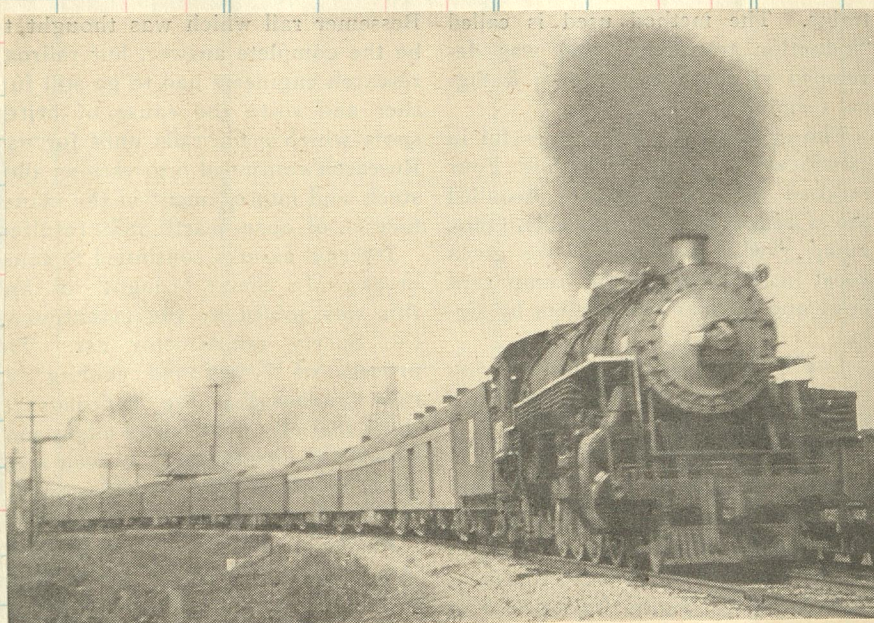


The eastbound **Scenic Limited** near Niles, California

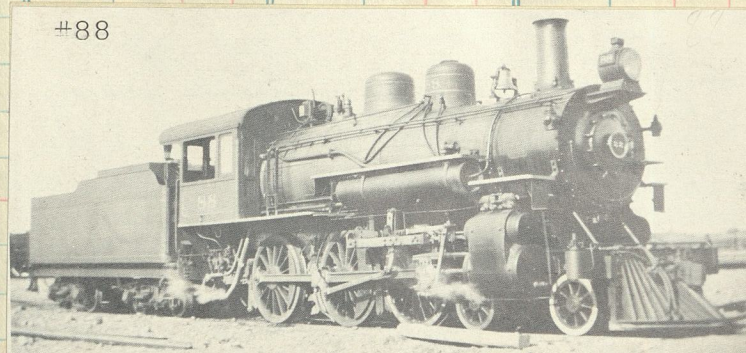


SAN FRANCISCO
The Metropolis of the Pacific Coast—Western Terminus of Western Pacific

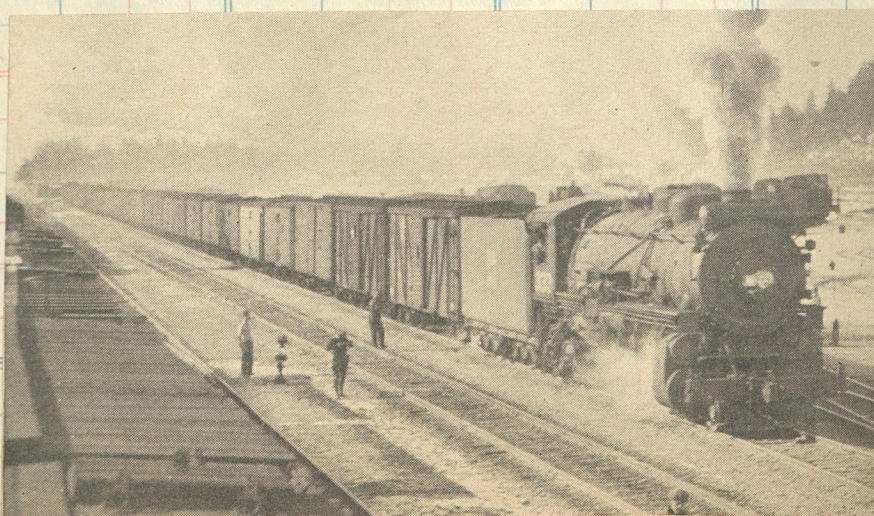
1916



ENGINE 177 PULLING SCENIC LIMITED OF WESTERN PACIFIC RAILROAD

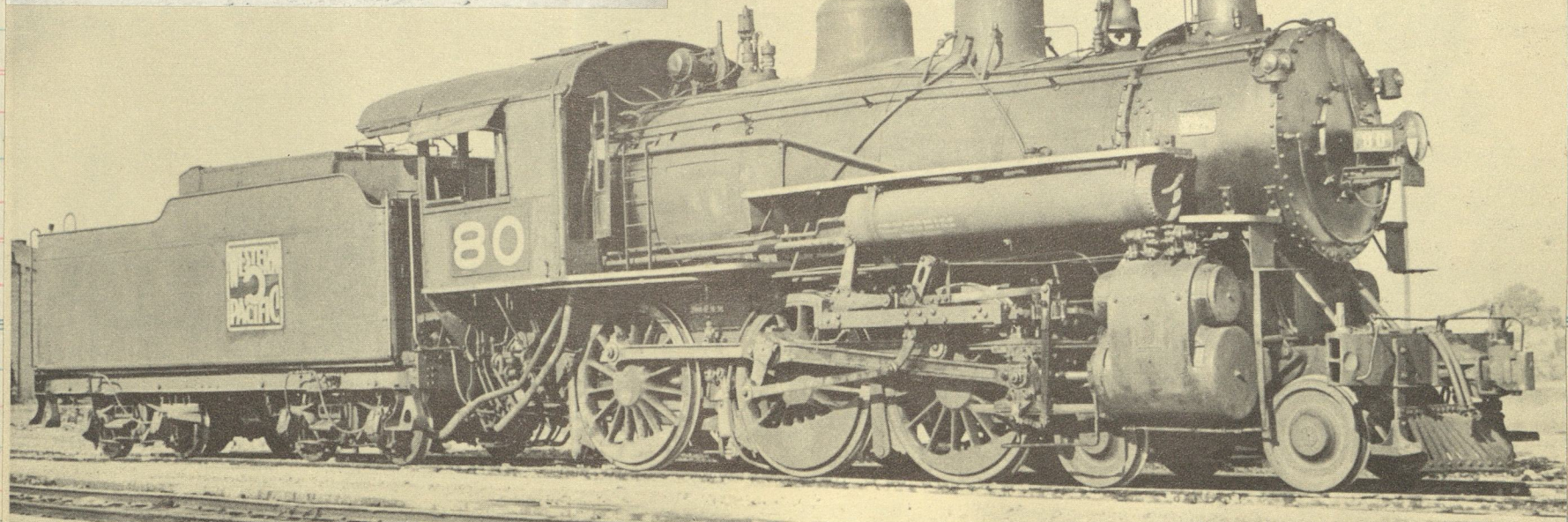


Apparently the Ten wheelers did not receive any drastic alterations during their service, however, placing the headlight in center of smokebox destroyed their majestic appearance.



LOCOMOTIVE 333 PULLING OUT OF PORTOLA ON THE WESTERN PACIFIC

F. C. Stoes



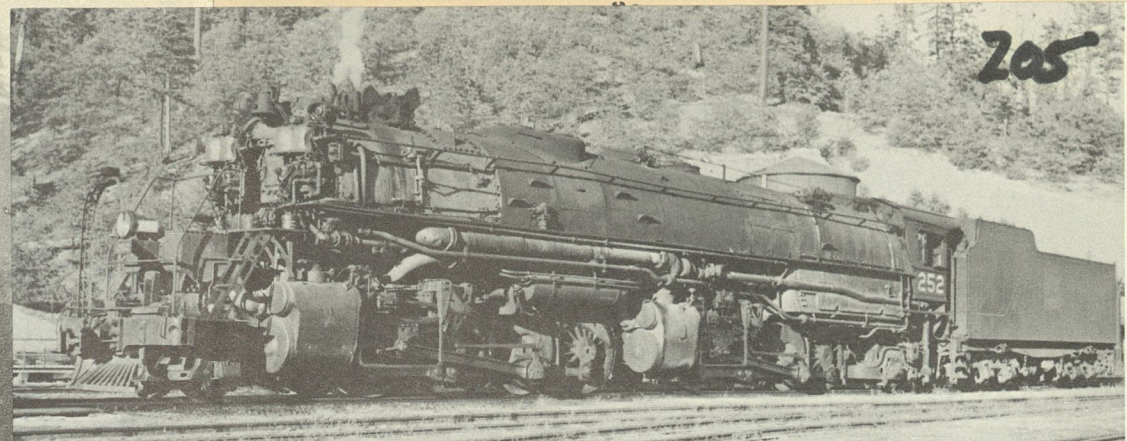
A black and white photograph of a steam locomotive, numbered 324, pulling a freight train through a forested valley. The locomotive is dark-colored with a large smokestack and a prominent front boiler. It is pulling several freight cars, including a large covered hopper car. The train is moving along a track that curves through the landscape, surrounded by dense evergreen trees and hills in the background. The number 204 is handwritten in the top left corner of the photograph.

W. C. Whittaker



Former D&RG 597 purchased 1917
Blt by Baldwin 1890
c/n 11251





205

"FEATHER RIVER ATTRACTIONS"

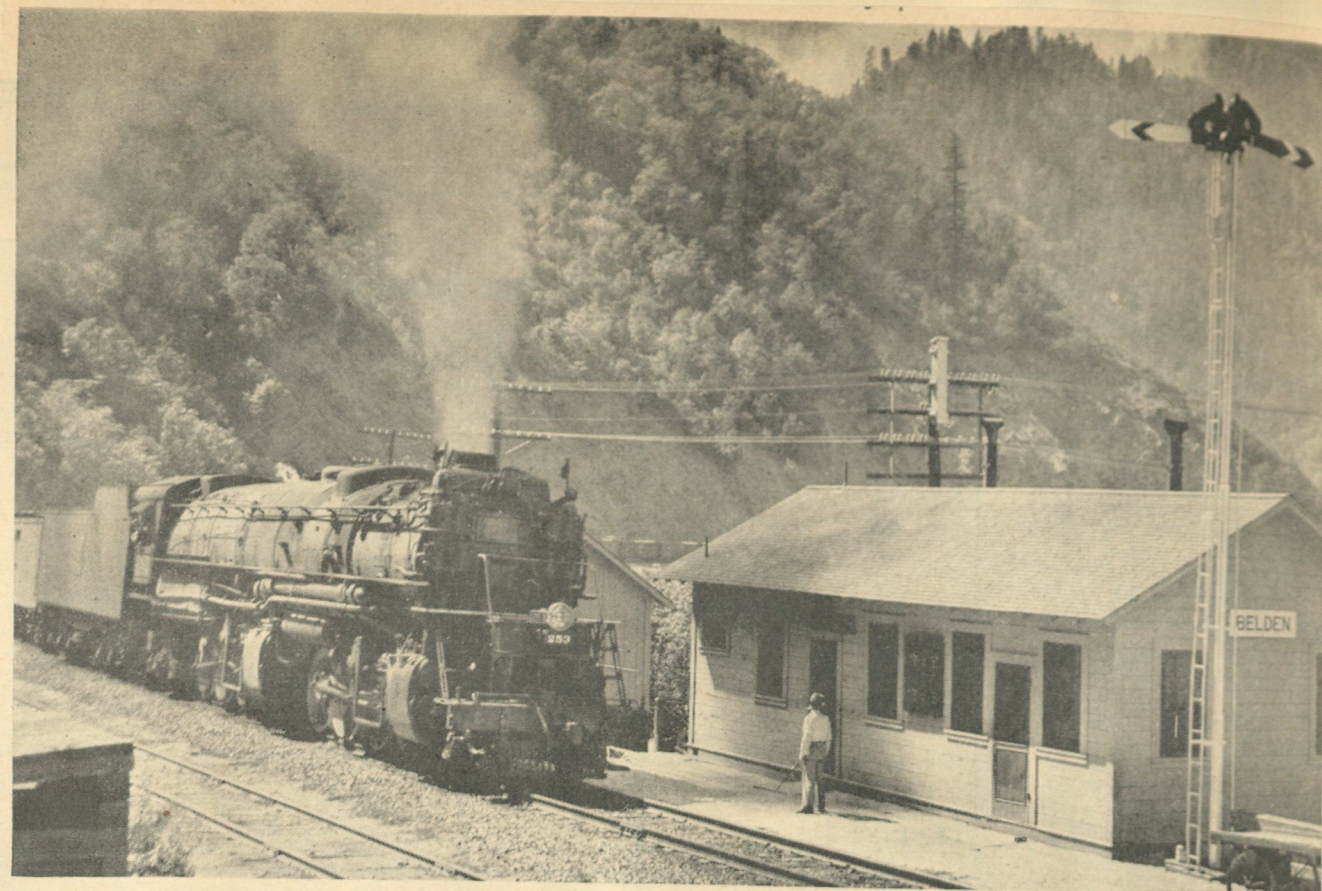


EASTBOUND BELOW PULGA JULY 3, 1939.

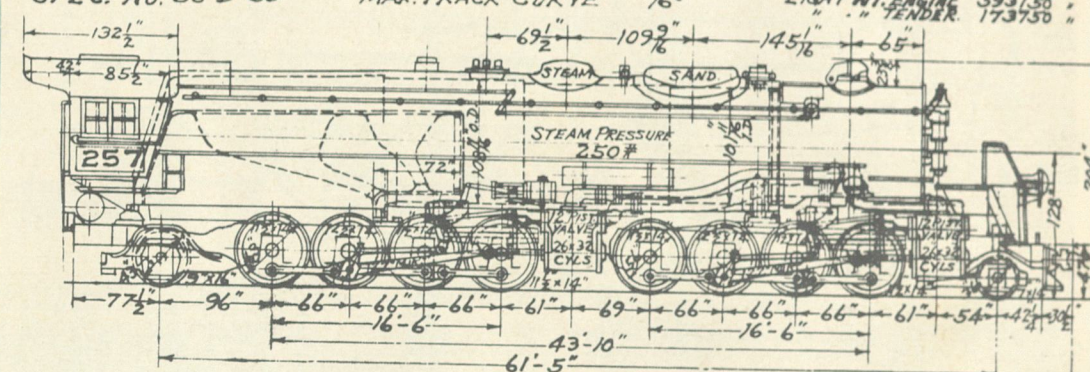
A 1, B beyond Catalina

206

EXTRA 256 EAST AT QUARTZ JUNE 1947. PENNINGTON PHOTO.



WEIGHTS LOADED	
ON DRIVERS	5496.60 LBS
" LEAD TRUCK	48134 "
" TRAILING TRUCK	65310 "
ENGINE TOTAL	663100 "
TENDER LOADED	403350 "
ENG. & TEND. "	1066450 "
LIGHT WT. ENGINE	393150 "
" " TENDER	173750 "



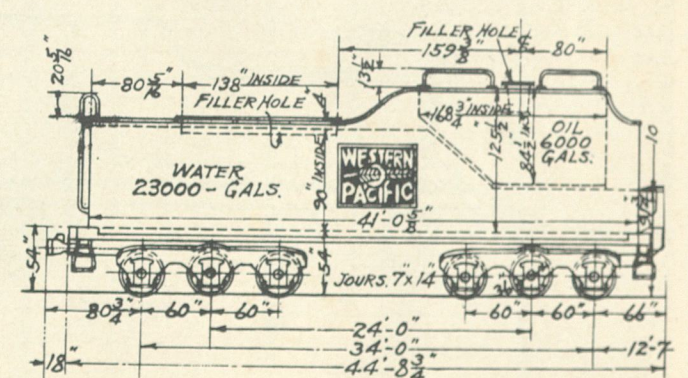
Nos 257-260

F.W. HEATER, COFFIN 11-D
" PUMP " CENTRIF. TYPE D
REVERSE GEAR, ALCO. " G
AIR PUMPS, 2- 83. CROSS-COMPOUND
DIRECT GEAR, CARD- WEST. FRIGT. 11-F
BRAKE EQUIP. WESTINGHOUSE 11-B
SUPERHEATER, SUPERH.R. CO. TYPE A
BOOSTER FRANKLIN TYPE C-2
THROTTLE AMERICAN MULTIPLE

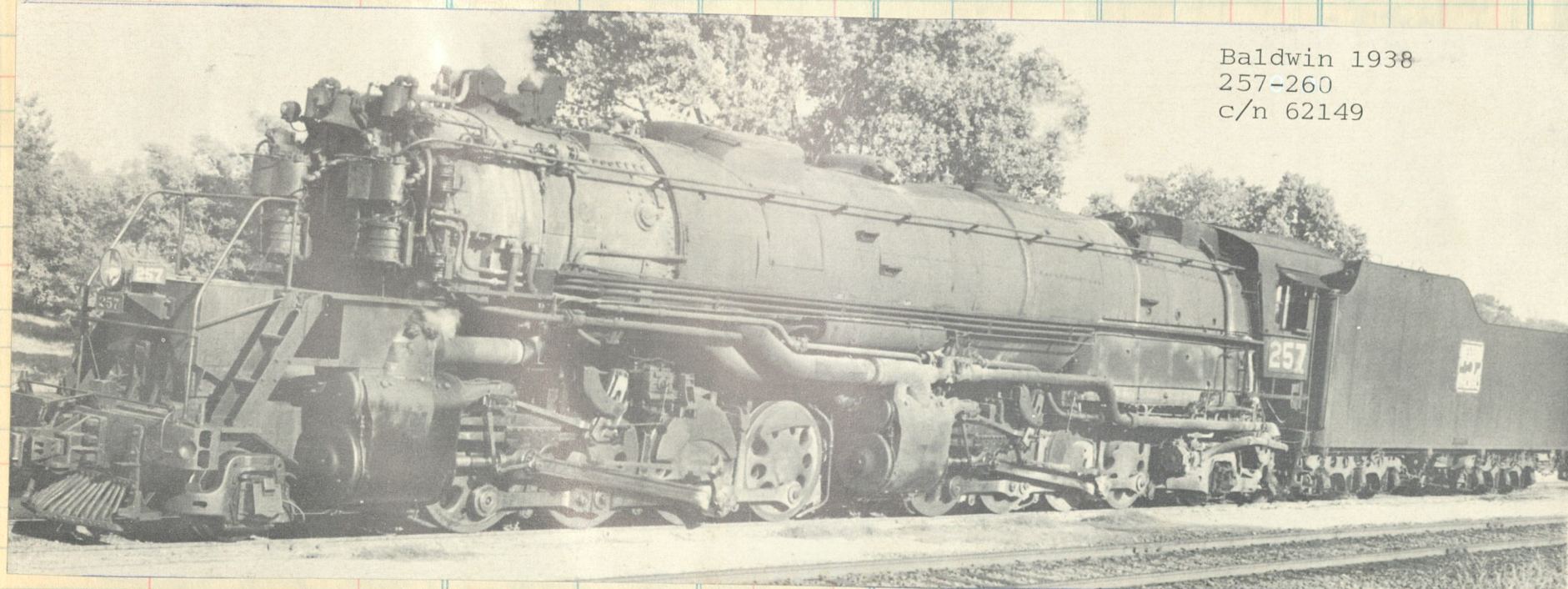
TUBES		
NUMBER 2" DIA. 272	5" DIA. 75	
LENGTH OVER TUBE SHEETS	23'-0"	
HEATING SURFACE		
FIRE TUBES	SQ. FT.	6141
SYMPHONS	" "	148
FIRE BOX	" "	367
COMBUST. CHAMBER	" "	135
TOTAL	" "	6811
SUPERHEAT	" "	2152

FIREBOX
LENGTH INSIDE BOTTOM 204 1/2
" COMBUSTION CHAMBER 72 1/2
HEIGHT FRONT 89 1/2
" BACK 77 1/2
WIDTH BOTTOM 102 1/2
SYMPHONS, FIREBOX 2, COMB. CHAM. 1
GRATE AREA. SQ. FT. 145.0

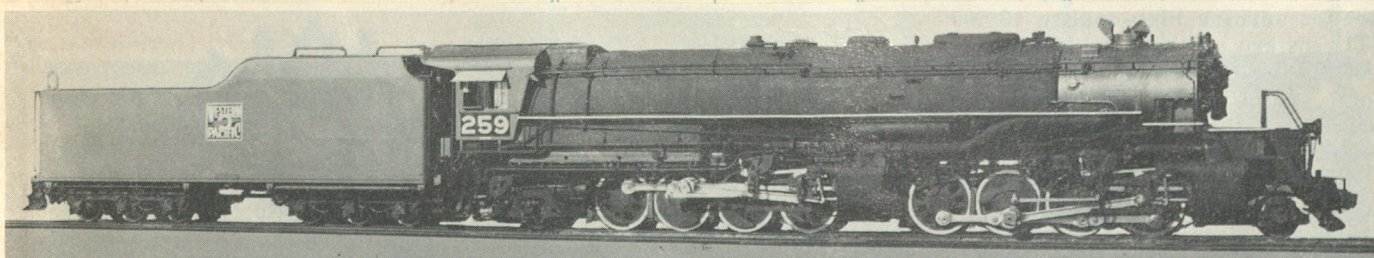
AVG. AXLE LOAD 68707



Page 129



Baldwin 1938
257-260
c/n 62149



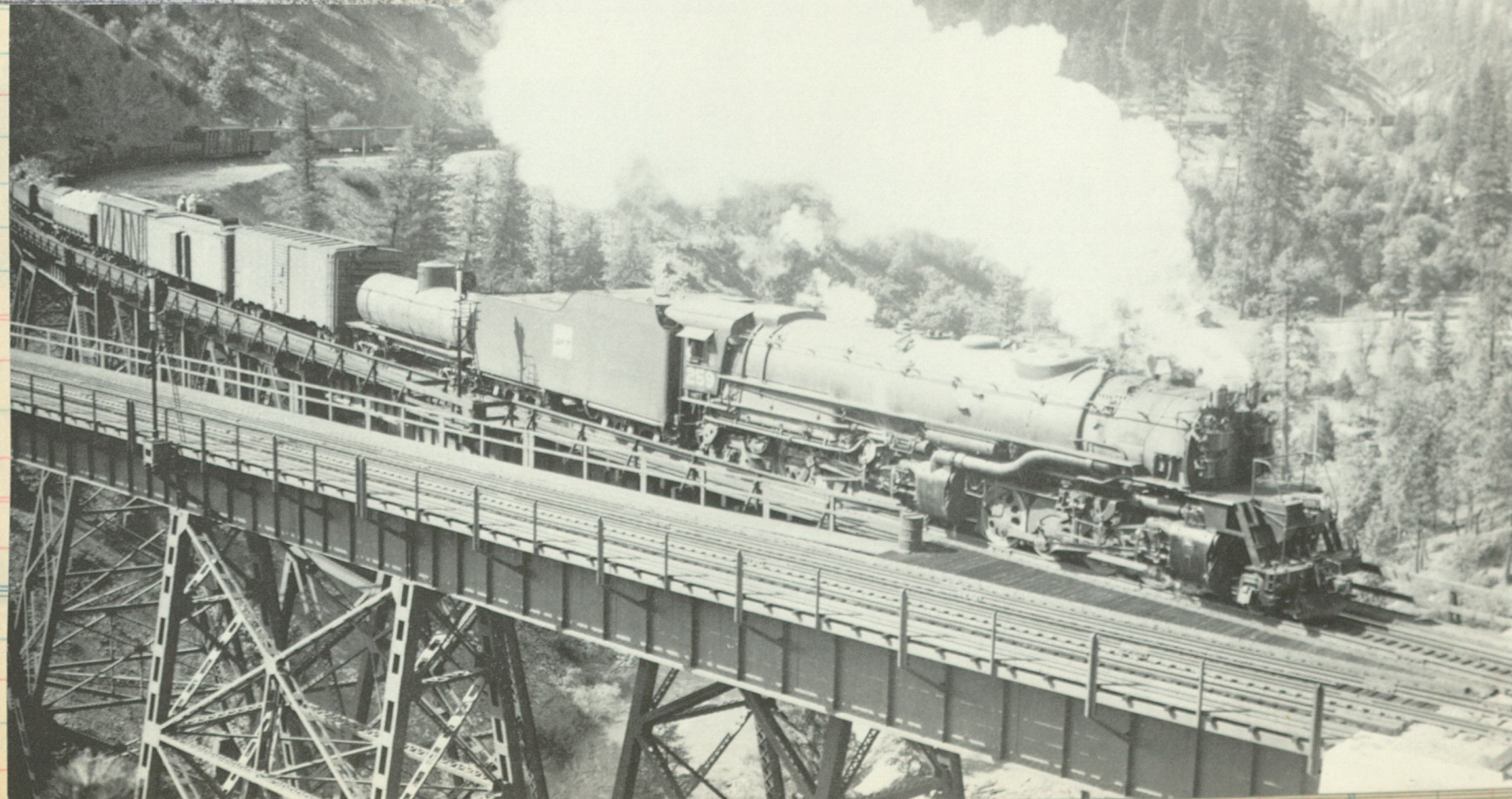
THE WESTERN PACIFIC RAILROAD, whose main line extends from San Francisco, California, to Salt Lake City, Utah, handles a large tonnage of perishable freight which moves eastbound on fast schedules. The most difficult part of the run is the 117 miles from Oroville to Portola, in the Sierra Nevada Mountains of Calif. For a distance of over 100 miles in the Feather River Canyon there is a practically continuous ascending grade of one per cent. On this section of the line there are 33 tunnels and 385 compensated curves.

Six single-expansion articulated locomotives of the 2-8-2 type were built by Baldwin for service in the Feather River Canyon in 1931. They were designed to handle "fruit blocks" approximating 70 cars or 3300 tons each, from Oroville to Portola, at a running speed of 18 to 20 miles an hour. Previously the tonnage per train had been limited to 3100 tons, handled by one Mallet compound 2-6-6-2 type with a heavy Mikado (2-8-2) type as helper. The two locomotives consumed approximately 16.28 gallons of fuel oil per 1000 gross ton-miles.

The articulated locomotives handled their increased tonnage with a consumption of approximately 14.01 gallons per 1000 gross ton-miles, saving about 22 barrels of oil per trip; while the elimination of the helper saved an additional 700 gallons, burned when running light down the grade.

In view of the fine service rendered by the first group of articulated locomotives, four additional units, differing somewhat in details but of the same general dimensions, were built by Baldwin early in 1938. These ten large locomotives proved a notable success in this difficult service.

Cylinders, 26" × 32"	Boiler diameter, 104"
Drivers, 63"	Weight, total engine, 663,100 lb.



Class No. Sold



Consolidation 50 and The Feather River Express, fresh out of one tunnel on September 4, 1939, will soon enter another, then roll onto the curving wye trestle that leads into Keddie yard.

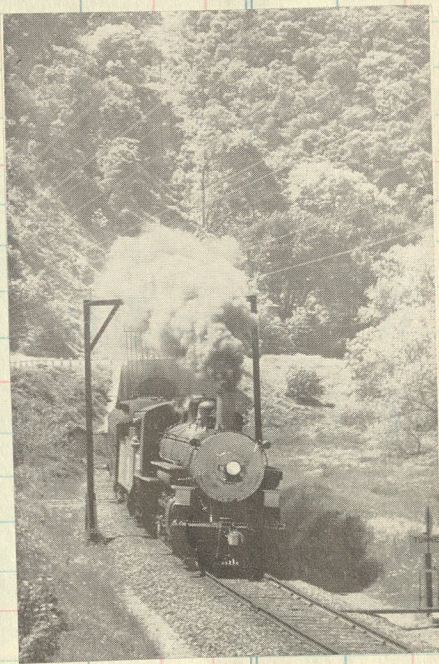
The 304 & 303 arrive at the Salt Lake yard with 70 cars on Sept 28, 1940



209

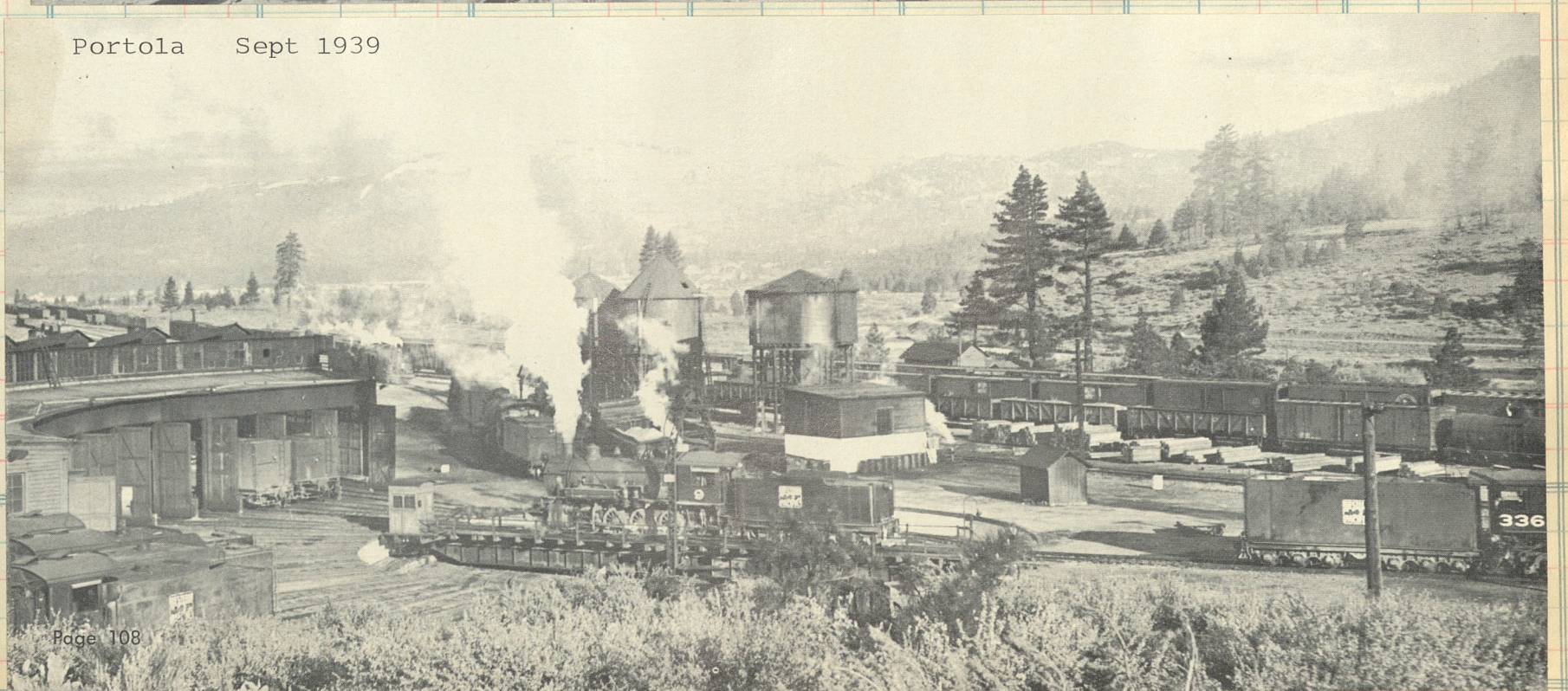
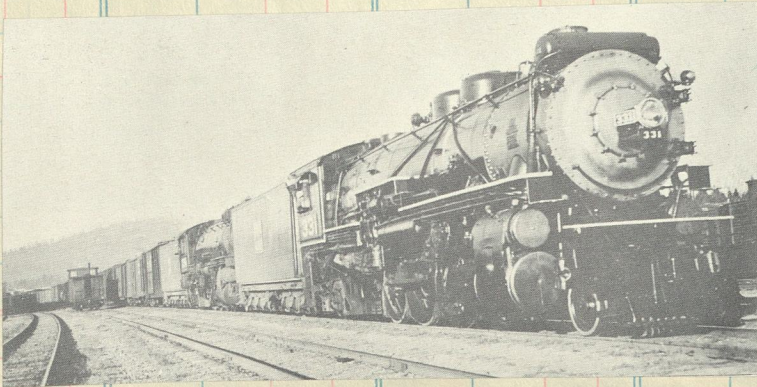
Sold Amount

BELOW: Number 11, the Feather River Express, takes a drink at Berry Creek

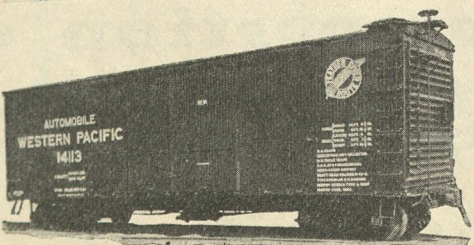


Page 74

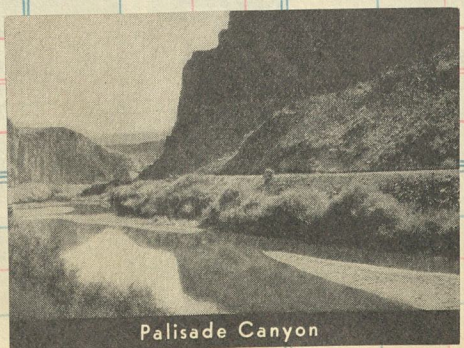
Portola Sept 1939



Page 108



STANDARD TANK CAR CO 1425



Palisade Canyon



Trn #2 waiting for departure time at the Oakland Mole

Amount

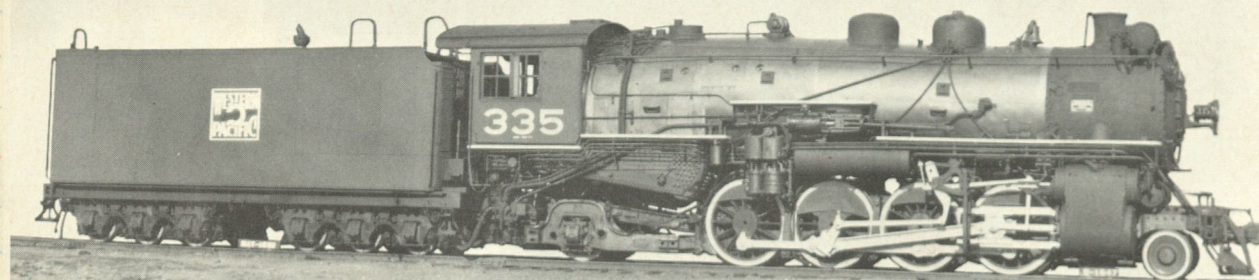


Packing Shed of the Western Pacific Railroad Company at Terminous, California. River Craft Bring Celery and Asparagus to This Plant. After Packing They Are Loaded in Refrigerator Cars.

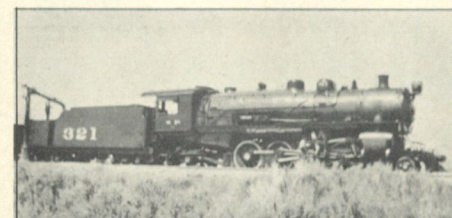
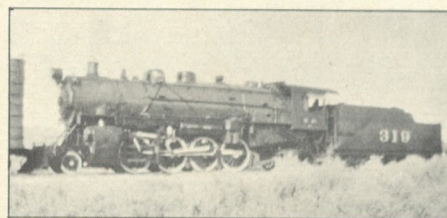
332-336

c/n 67973

Schenectady 1929



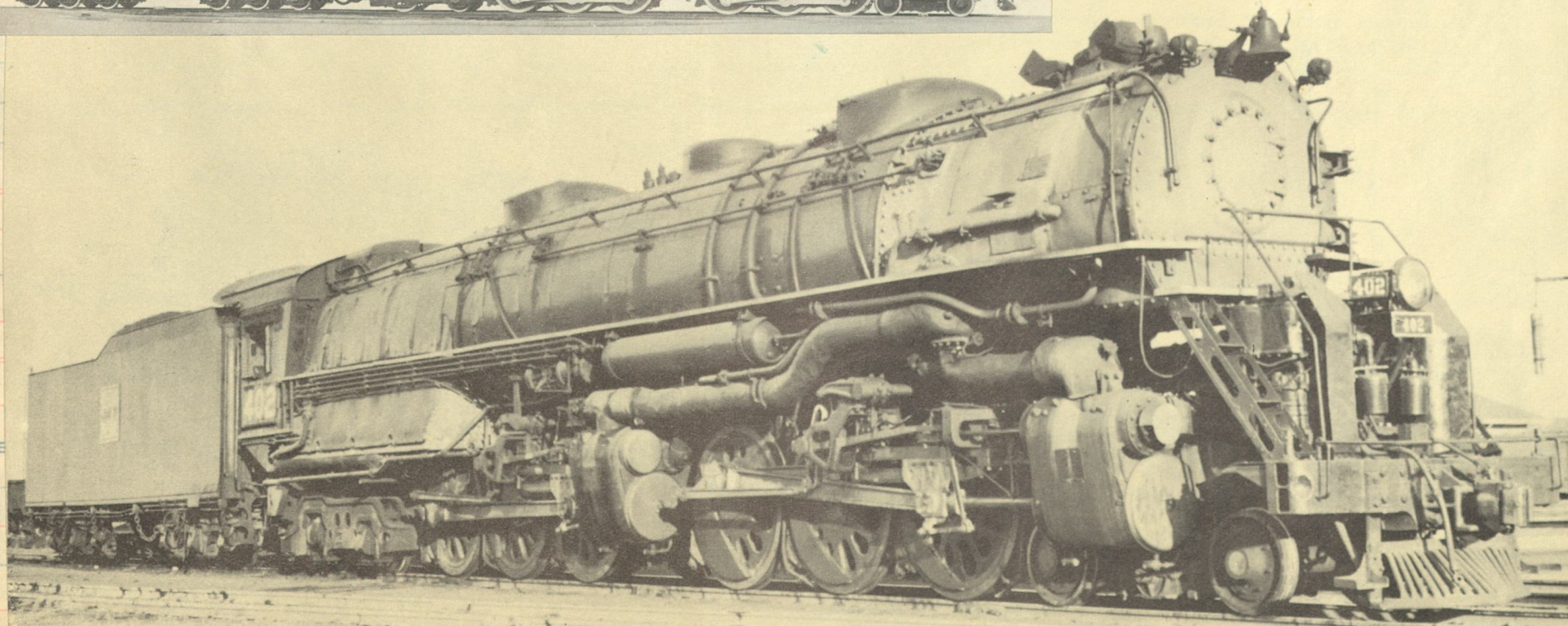
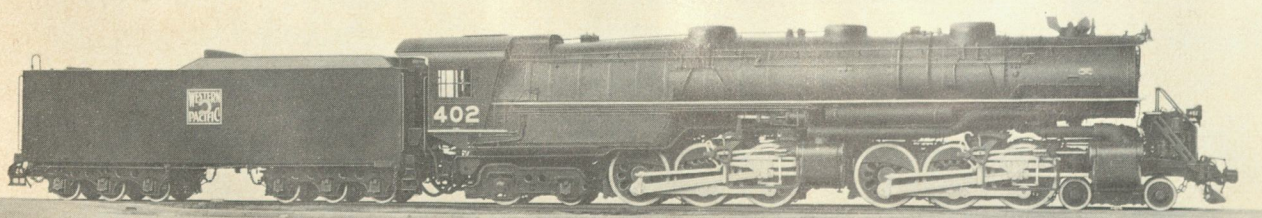
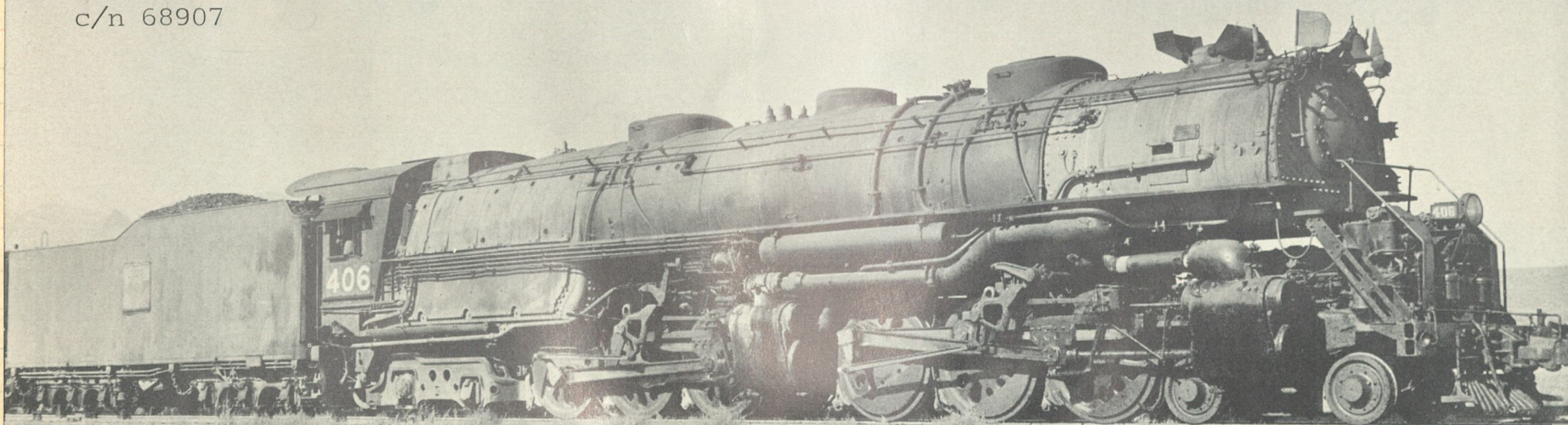
The last group of 2-8-2's

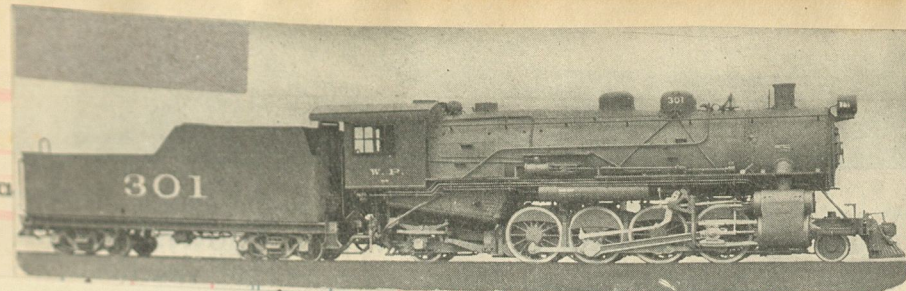


316-321

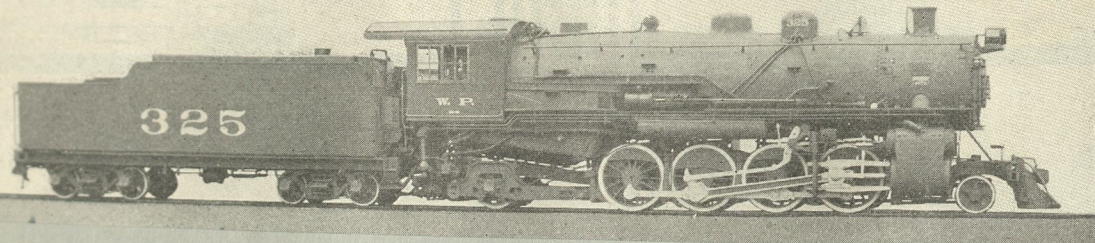
Brooks 1923

Schenectady 1938
401-407
c/n 68907

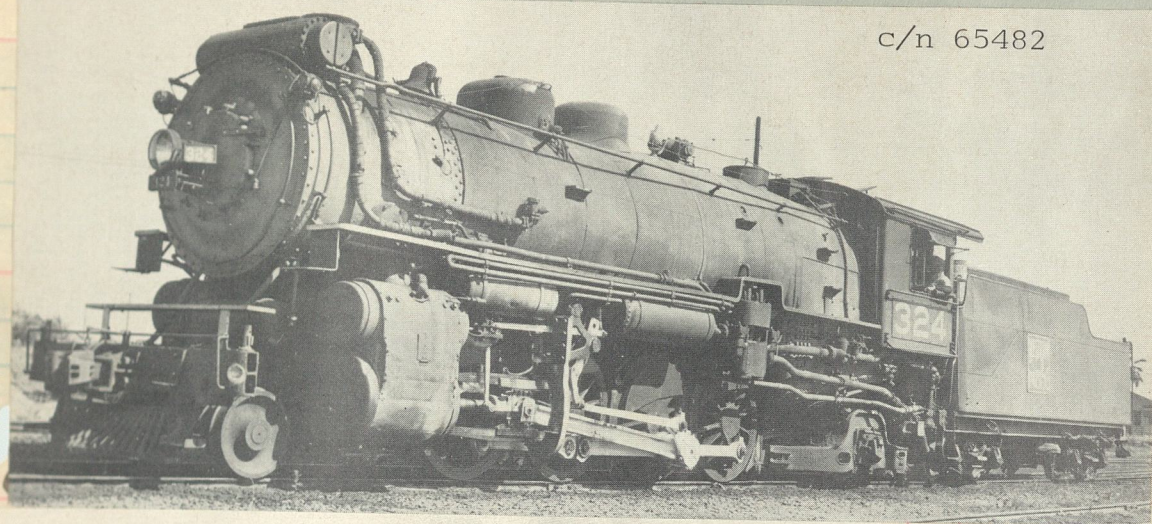




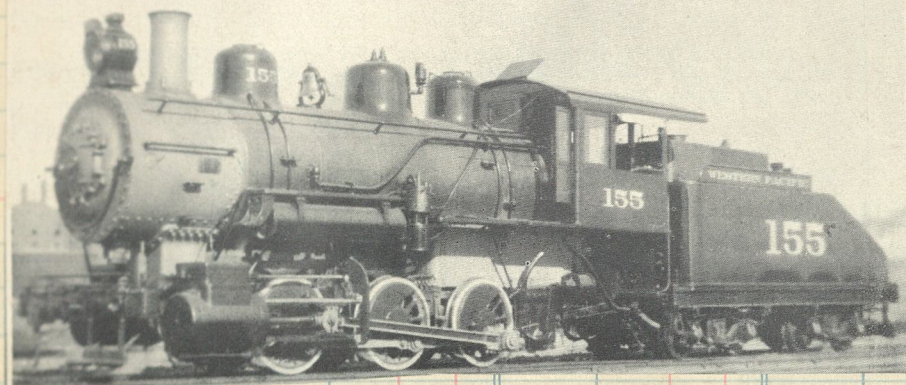
The initial 2-8-2's for the Western Pacific were five from Brooks in 1918 noed 301-305. c/n 59995



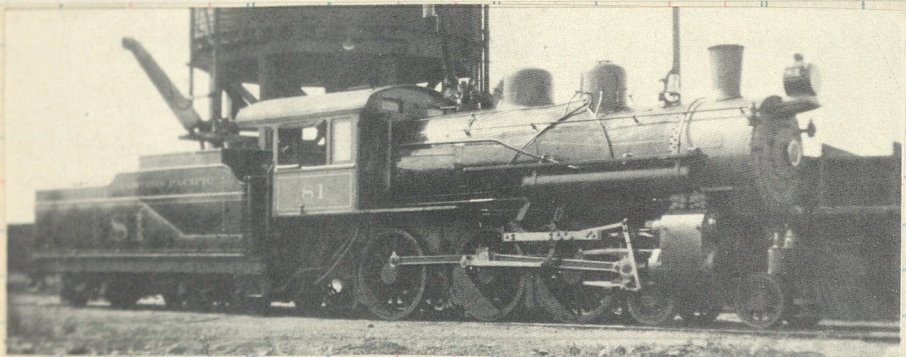
The five Mikes constructed in 1924 were dignified looking engines when delivered by the Brooks plant. Noed 322-326 and the first W. P. engs to be equipped with boosters.



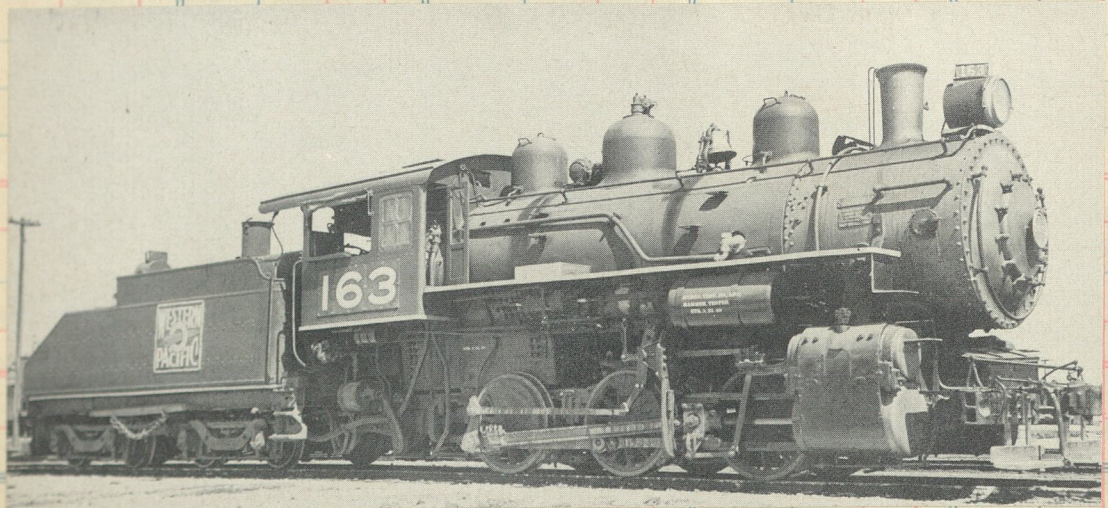
c/n 65482



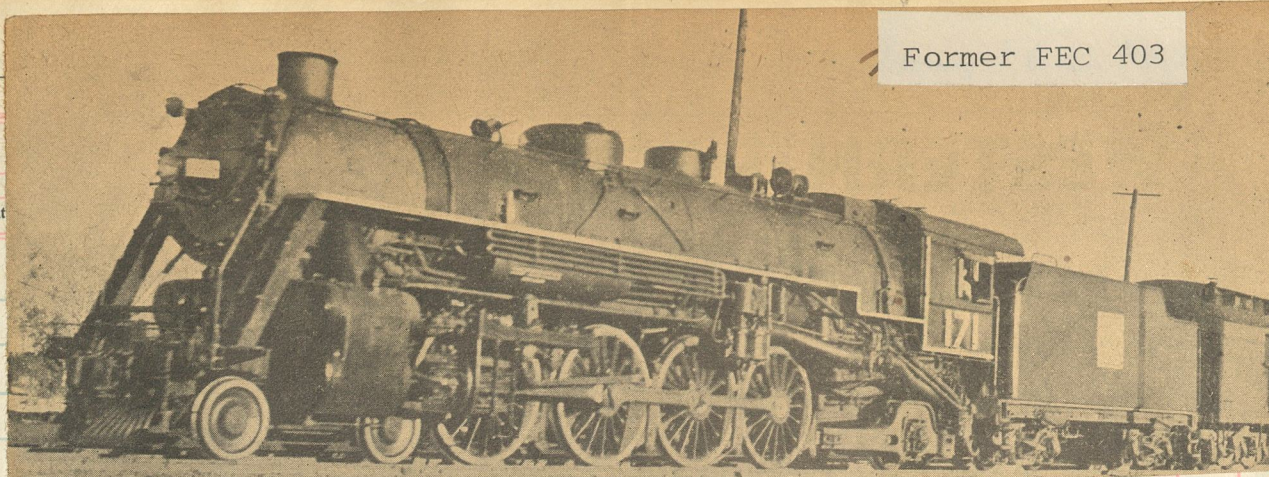
The W.P. owned just 16 yard engines, all 0-6-0's. Twelve [151-162] rec'd fm Pittsburgh 1909 .



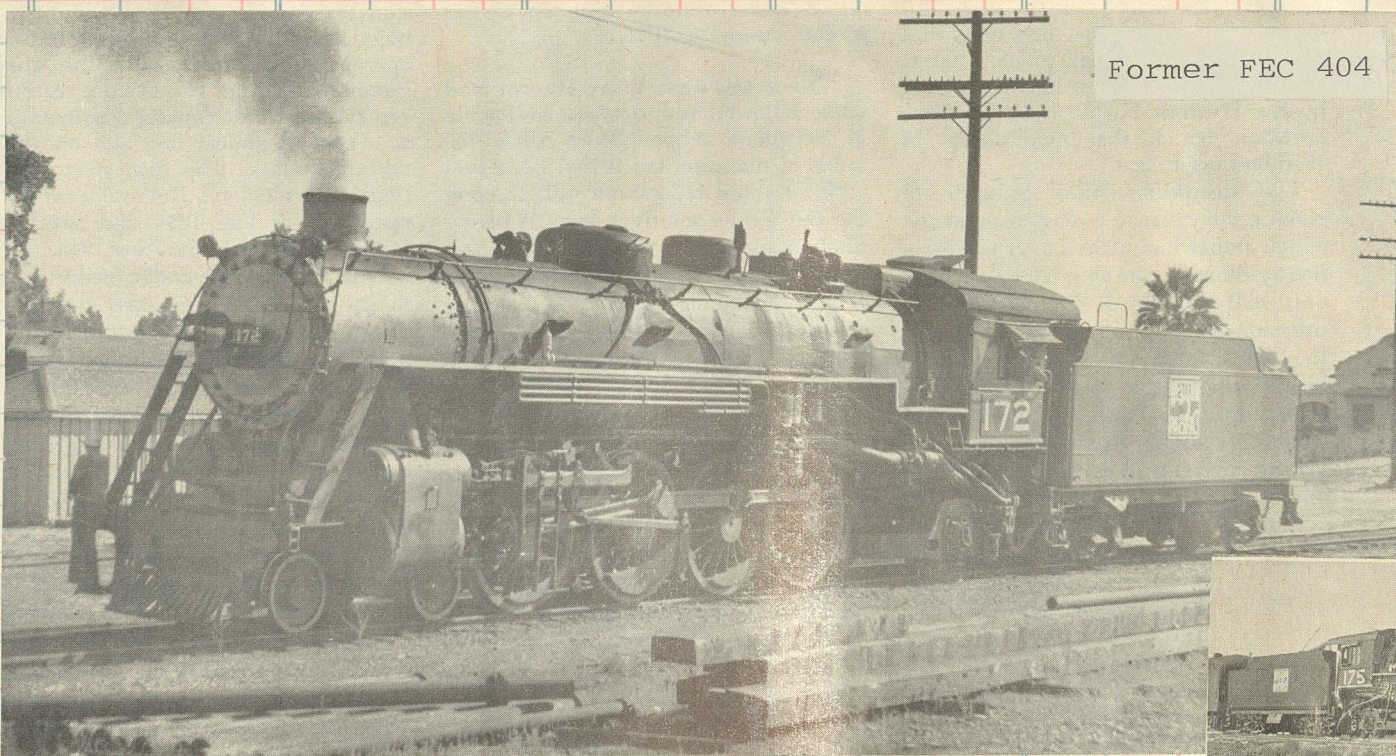
4-6-0 #81 Brooks 1908 c/n 45692



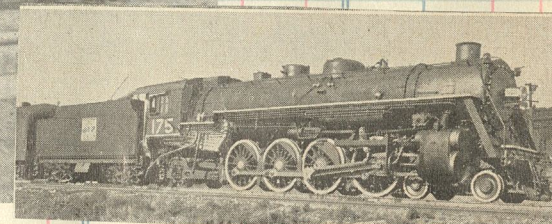
In 1927 the W.P. purchased four ex United Verdi Copper 0-6-0's. The 163 was UVC #3 blt at Schenectady in 1915 c/n 55280.



Former FEC 403

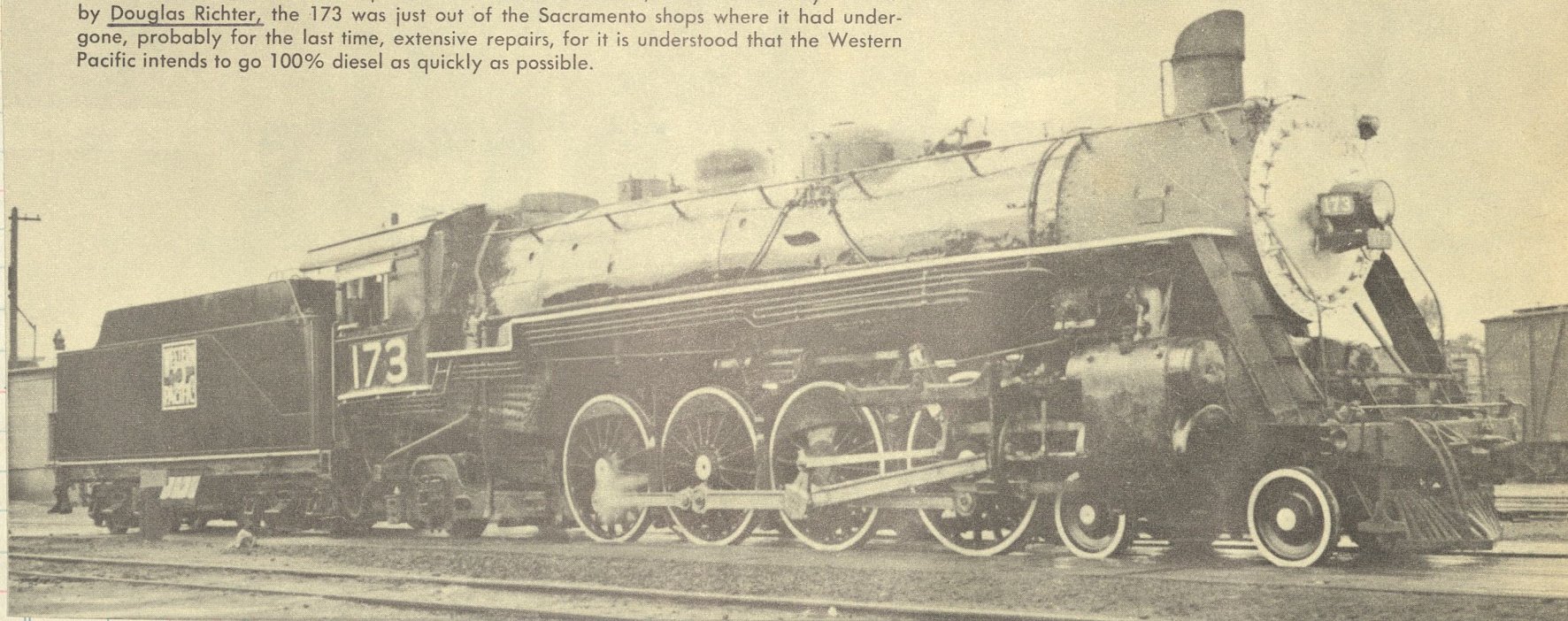


Former FEC 404

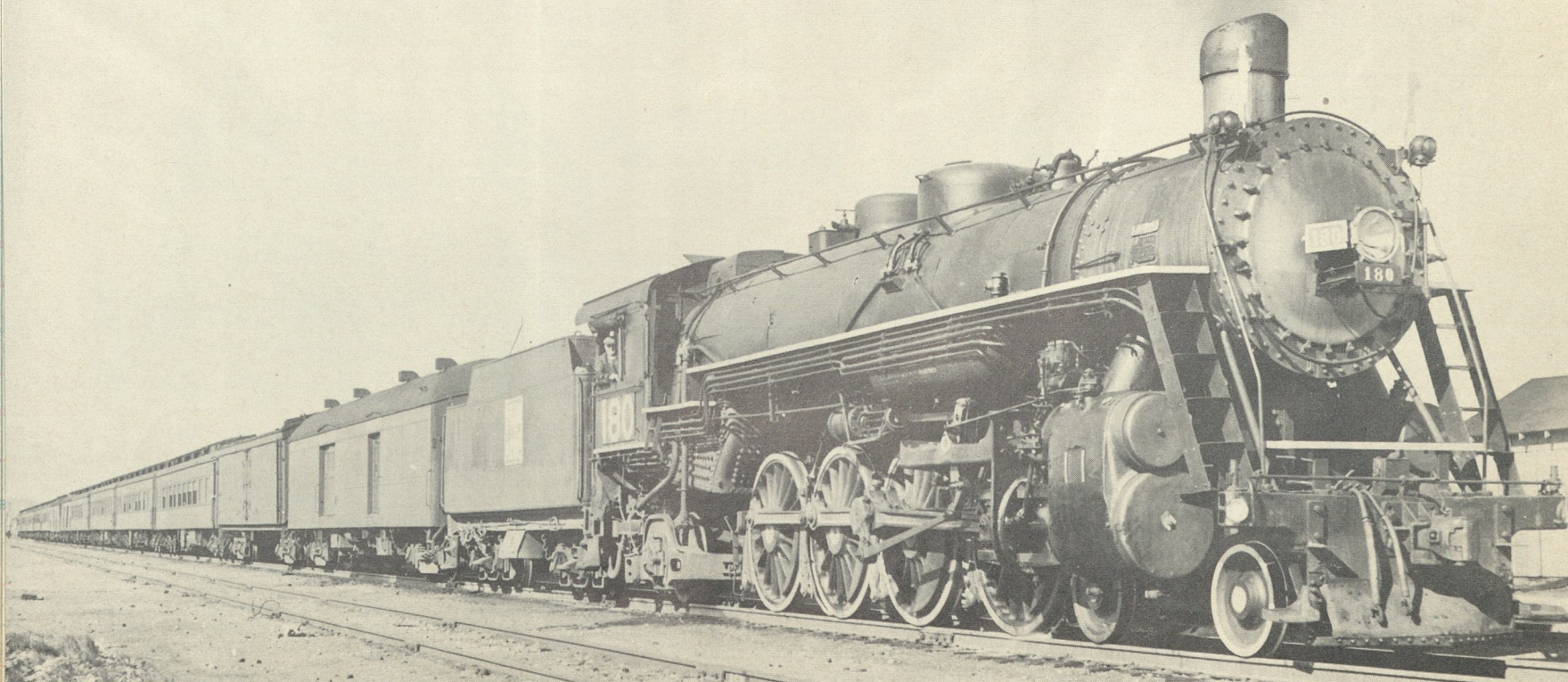


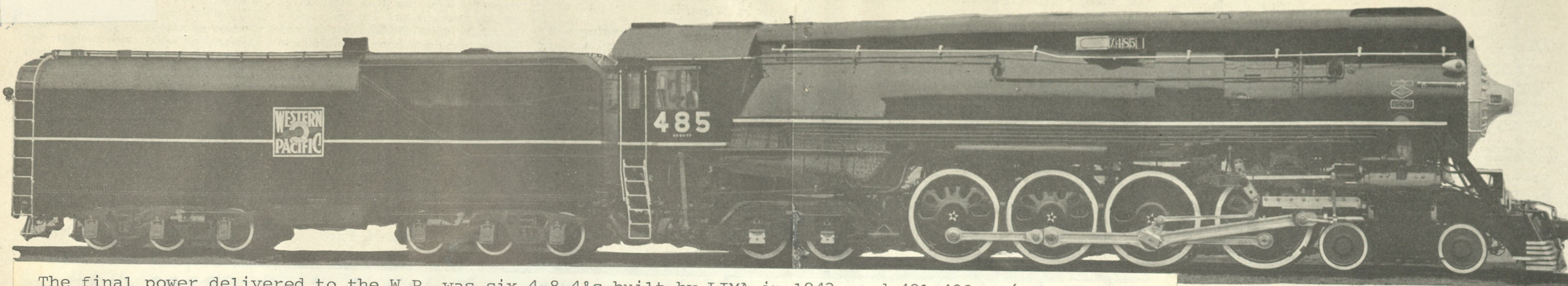
Former FEC 405

In 1936 the Western Pacific bought from the Florida East Coast Railroad ten of that road's 400-class engines to supplement and replace the 1908 and 1909 model 4-6-0's. The 173, formerly FEC 405, was built by the American Locomotive Company in 1924 and at the time this was written was still in service altho three others of the class have laid up for several months. When this picture was taken at Oroville, California in May of 1947 by Douglas Richter, the 173 was just out of the Sacramento shops where it had undergone, probably for the last time, extensive repairs, for it is understood that the Western Pacific intends to go 100% diesel as quickly as possible.

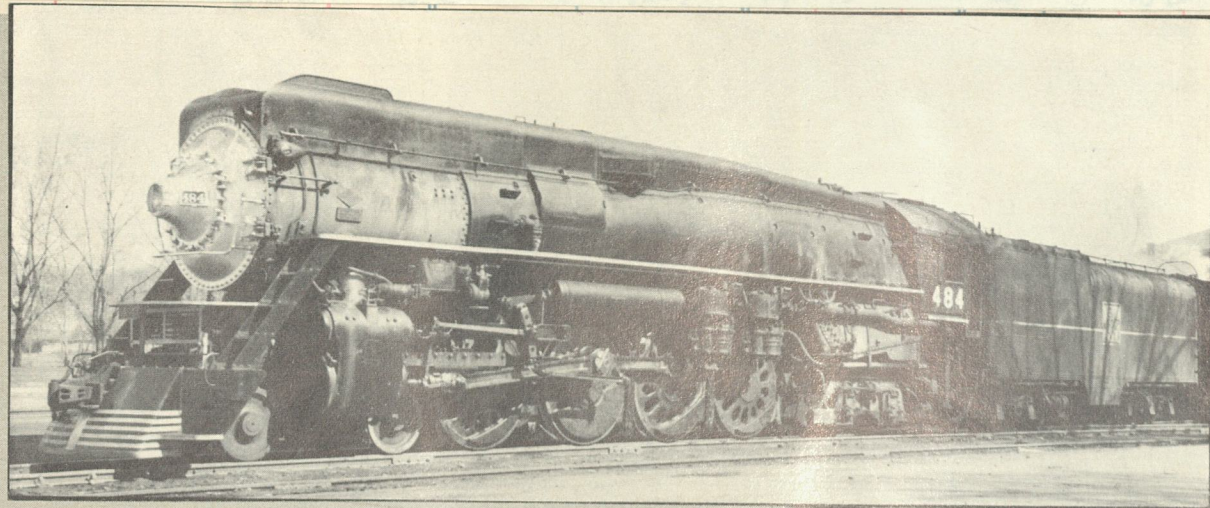


The 180, former FEC 415, with a passenger extra. Make up of consist indicates it to be a troop train.





The final power delivered to the W.P. was six 4-8-4's built by LIMA in 1943 noed 481-486 c/n 8021



The 481 works out of Oroville with westbound tonnage

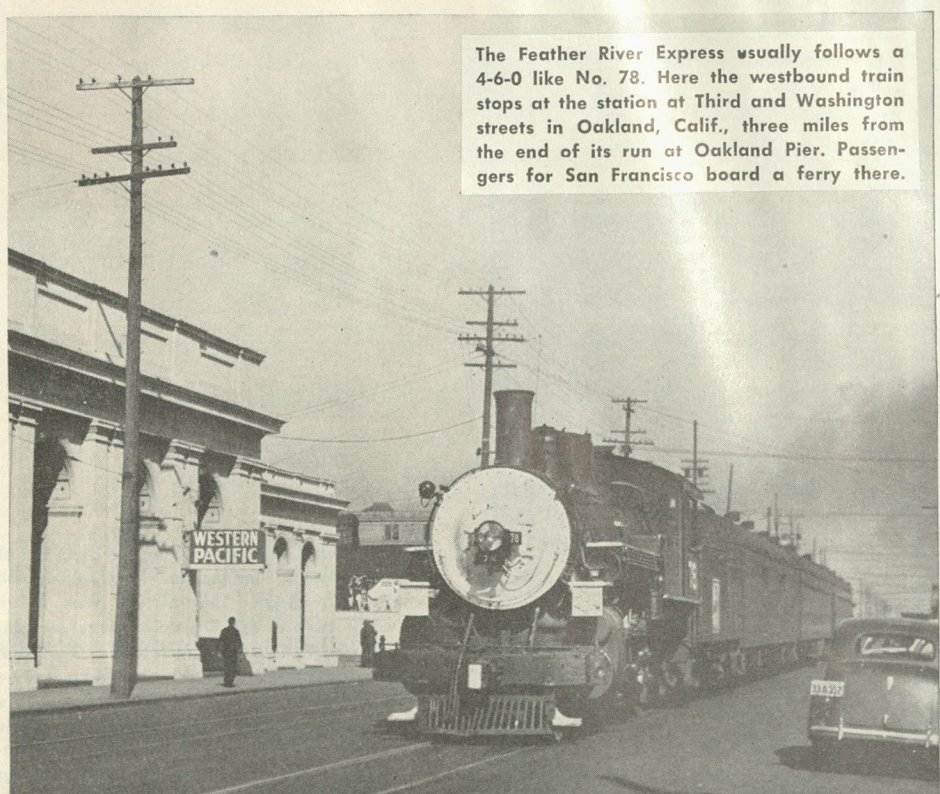
Denzel

A QUICK LUBE JOB FOR THE ROYAL GORGE AT PORTOLA IN AUGUST OF 1949.



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The Feather River Express usually follows a 4-6-0 like No. 78. Here the westbound train stops at the station at Third and Washington streets in Oakland, Calif., three miles from the end of its run at Oakland Pier. Passengers for San Francisco board a ferry there.



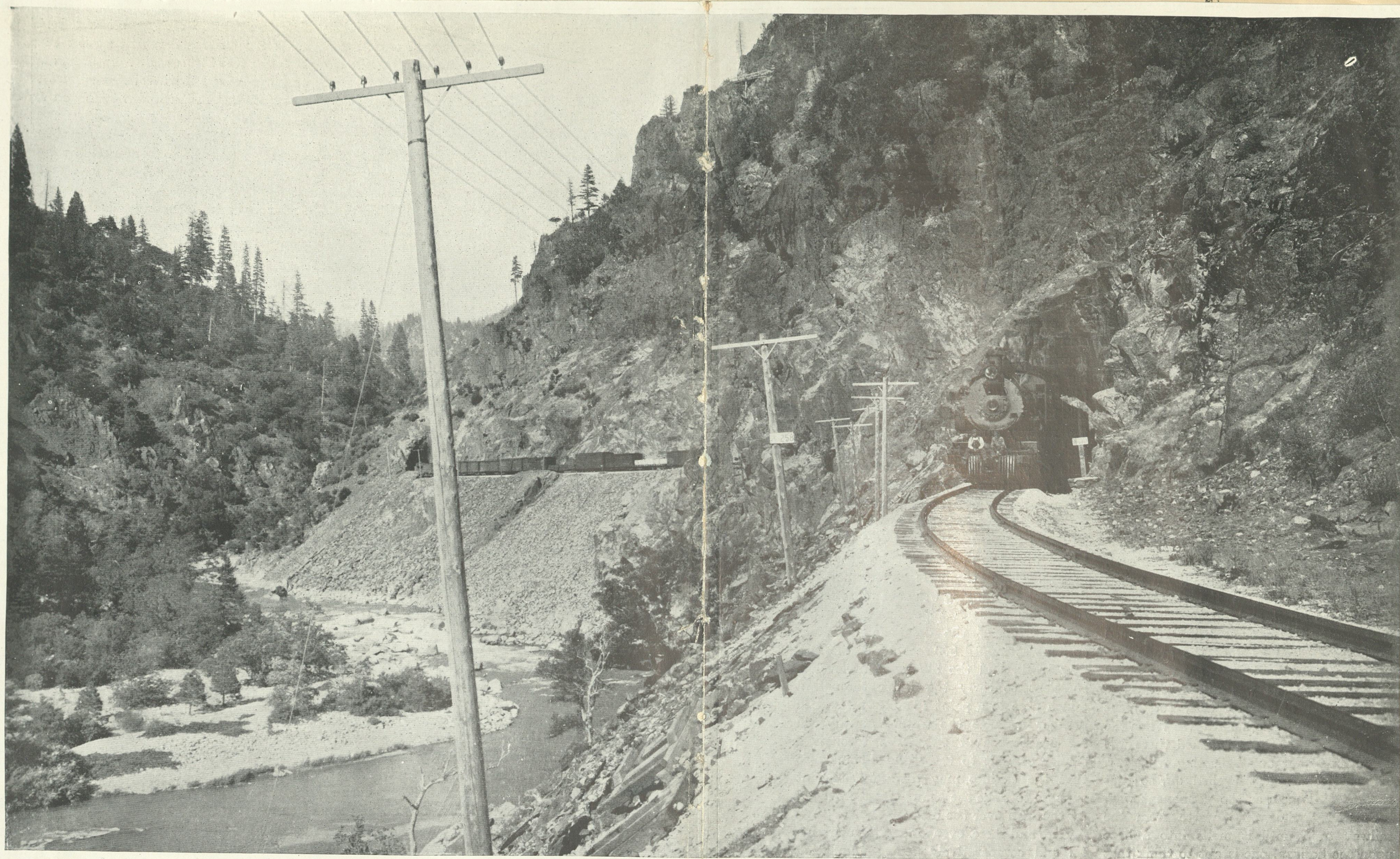
ENGINE 172 ON NO. 1, THE SCENIC LIMITED, AT ALTAMONT, MAY 30, 1939.



1939 EQUIPMENT—Air-Conditioned
TRAIN No. 1—"SCENIC LIMITED."
 Standard D.R. Compt. Sleeper Chicago to San Francisco, via C. B. & Q. No. 9, D. & R. G. W. No. 5-7, W. P. No. 1.
 Standard D.R. Compt. Sleeper Chicago to Salt Lake City; Salt Lake City to San Francisco, via C. B. & Q. No. 3, D. & R. G. W. No. 1, W. P. No. 1.
 Standard D.R. Compt. Sleeper St. Louis to Salt Lake City; Salt Lake City to San Francisco, via M. P. No. 11, D. & R. G. W. No. 1, W. P. No. 1.
 Tourist Sleeper Chicago to San Francisco, via C. B. & Q. No. 9, D. & R. G. W. No. 5-7, W. P. No. 1.
 Tourist Sleeper Denver to San Francisco, via D. & R. G. W. No. 1, W. P. No. 1.
 Standard D.R. Compt. Sleeper St. Louis to Denver; Denver to San Francisco, via Mo. Pac. No. 11, D. & R. G. W. No. 4-5-7, W. P. No. 1.
 Lounge Observation Car. Dining Car. Coaches.

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Cash to Agent
 Agent's Signature
 Cash to next Seller
 Next Seller's Signature
 Total Accounted for



A HEAVY WESTERN PACIFIC FREIGHT TRAIN THREADING
Despite the difficult mountainous country traversed, the ruling gradient throughout the 921 miles between Salt Lake
but at flood it is a raging torrent, the

THE TORTUOUS FEATHER RIVER CANYON.

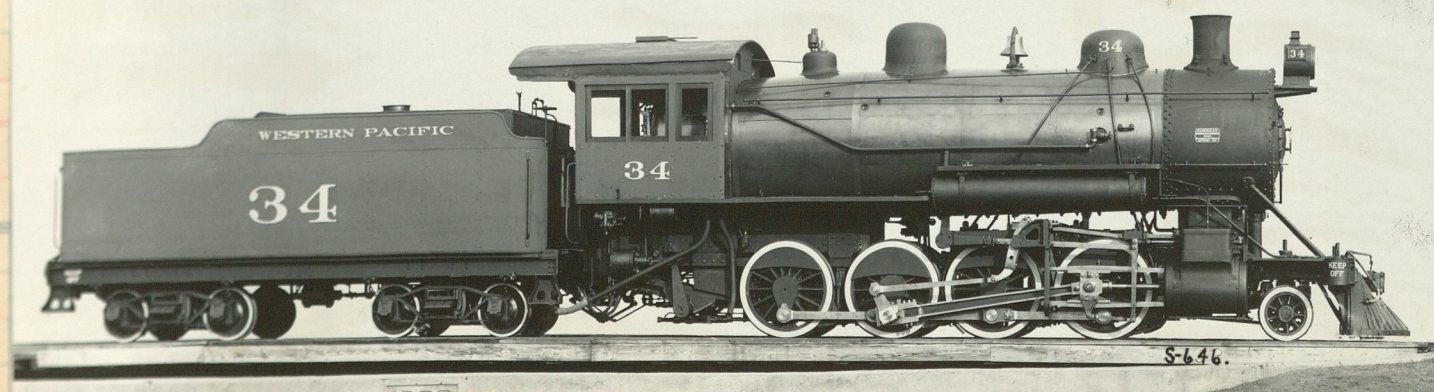
City and San Francisco does not exceed 52.8 feet per mile. In the dry season the Feather River is a mere brook, difference in season levels being 45 feet.



CARRYING THE WESTERN PACIFIC PARALLEL WITH THE MIDDLE FORK OF THE FEATHER RIVER,
90 MILES EAST OF OROVILLE

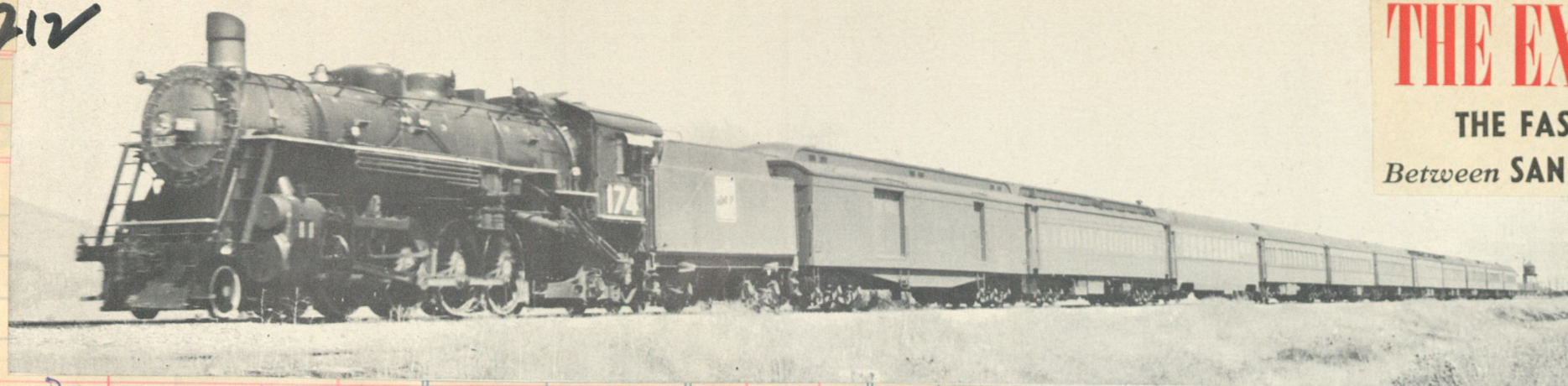


ENGINE 95 WITH EARLY TRAIN NEAR MT. JACKSON. WP PHOTO.



A noble monarch of Feather River Canyon

#34 was one of twenty five [21-45]
noble Consolidations delivered by
Schenectady in 1909 c/n 46464



THE EXPOSITION FLYER

THE FAST, NO-EXTRA-FARE TRAIN

Between **SAN FRANCISCO** and **CHICAGO** Daily

Nos 39 & 40

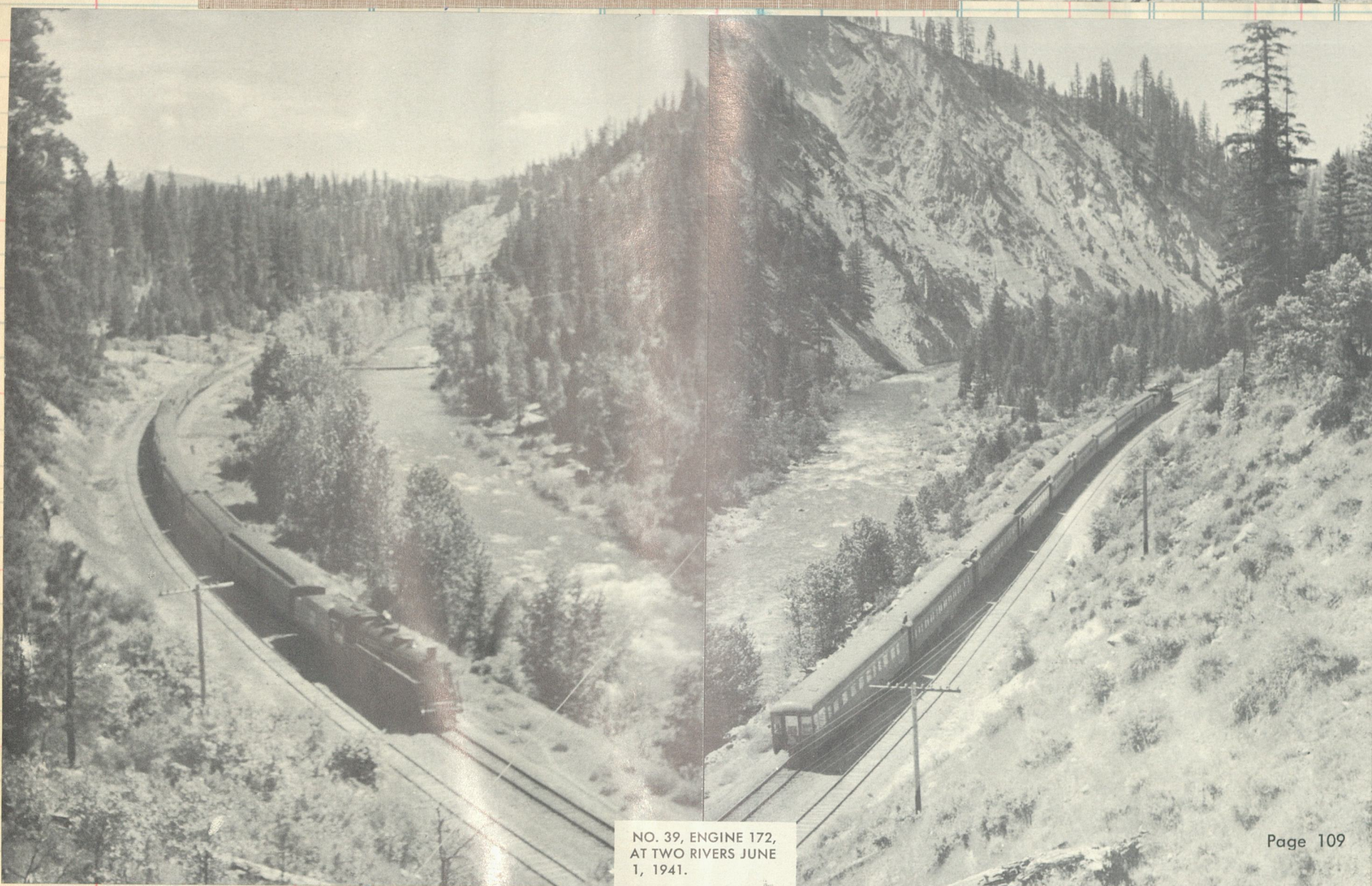
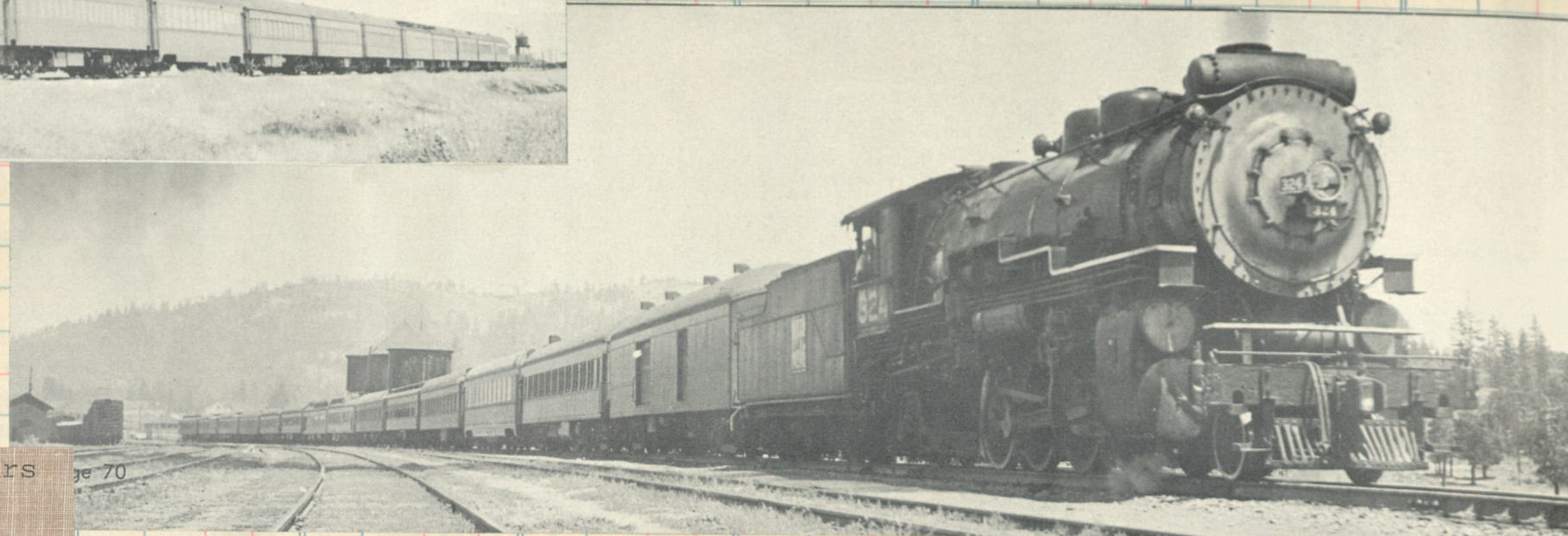
[illegible]

No 29 at Hawley, Calif - Sept 1, 1940

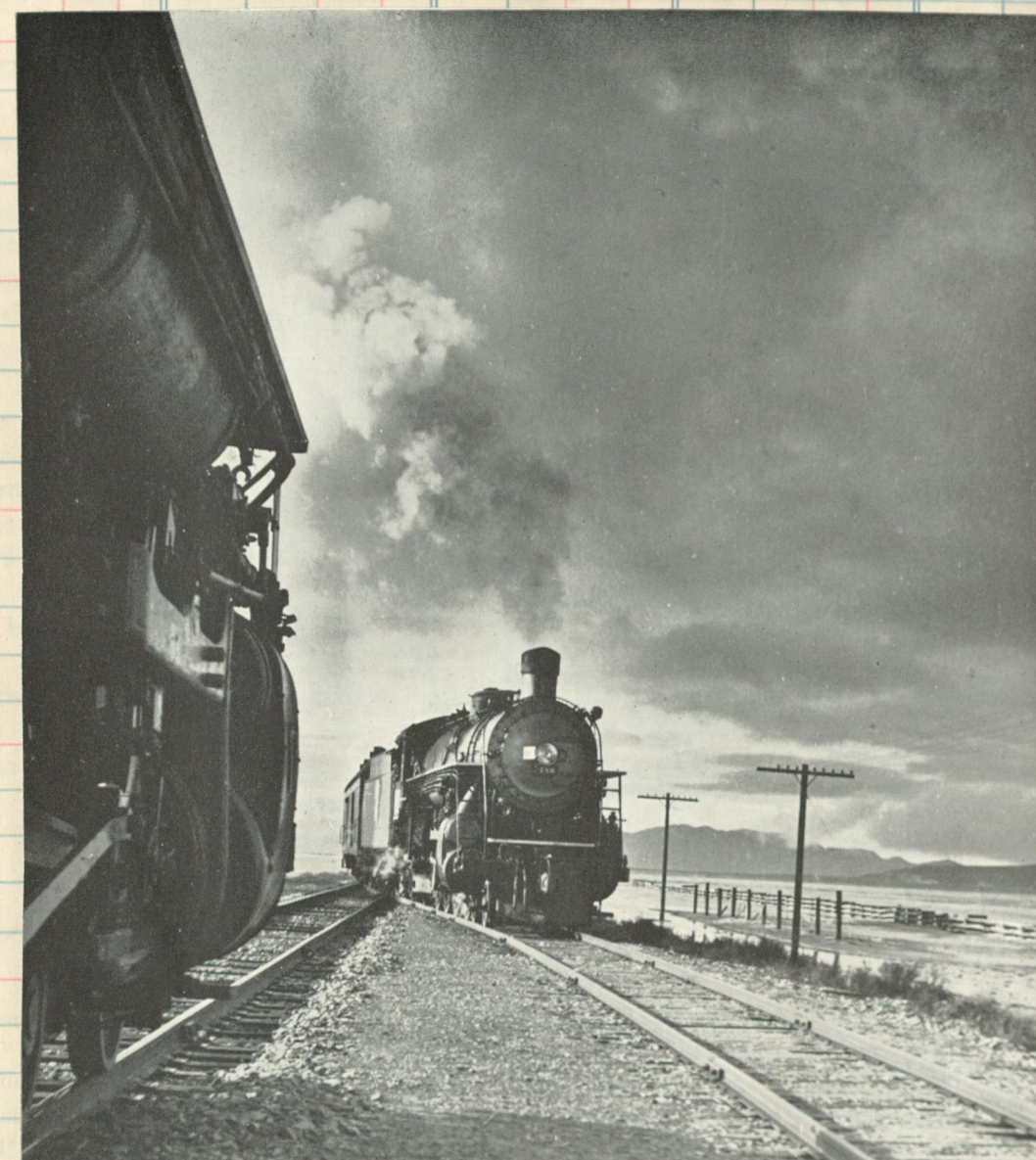
Standard Pullman and tourist sleeping cars, luxurious reclining chair cars, full lounge-observation car, for all sleeping car passengers, dining car for all meals. Also through sleeping cars between San Francisco and Kansas City and St. Louis. All cars are air-conditioned.

DELICIOUS MEALS AT SENSIBLE PRICES

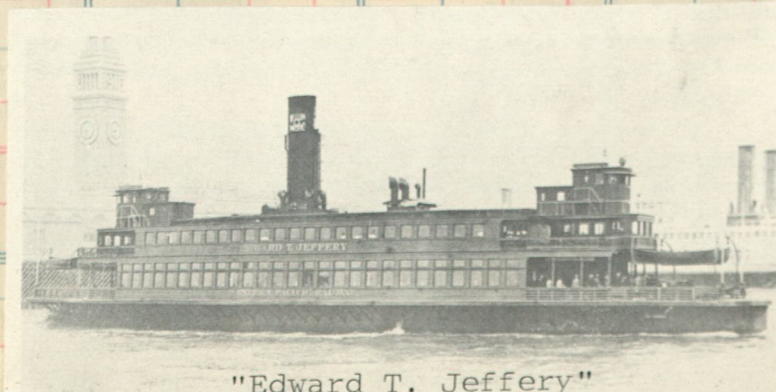
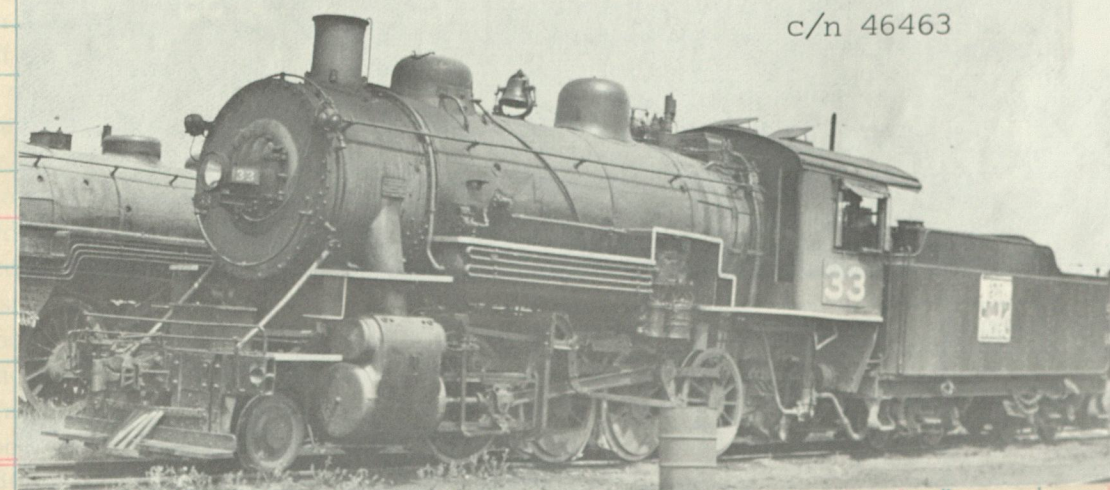
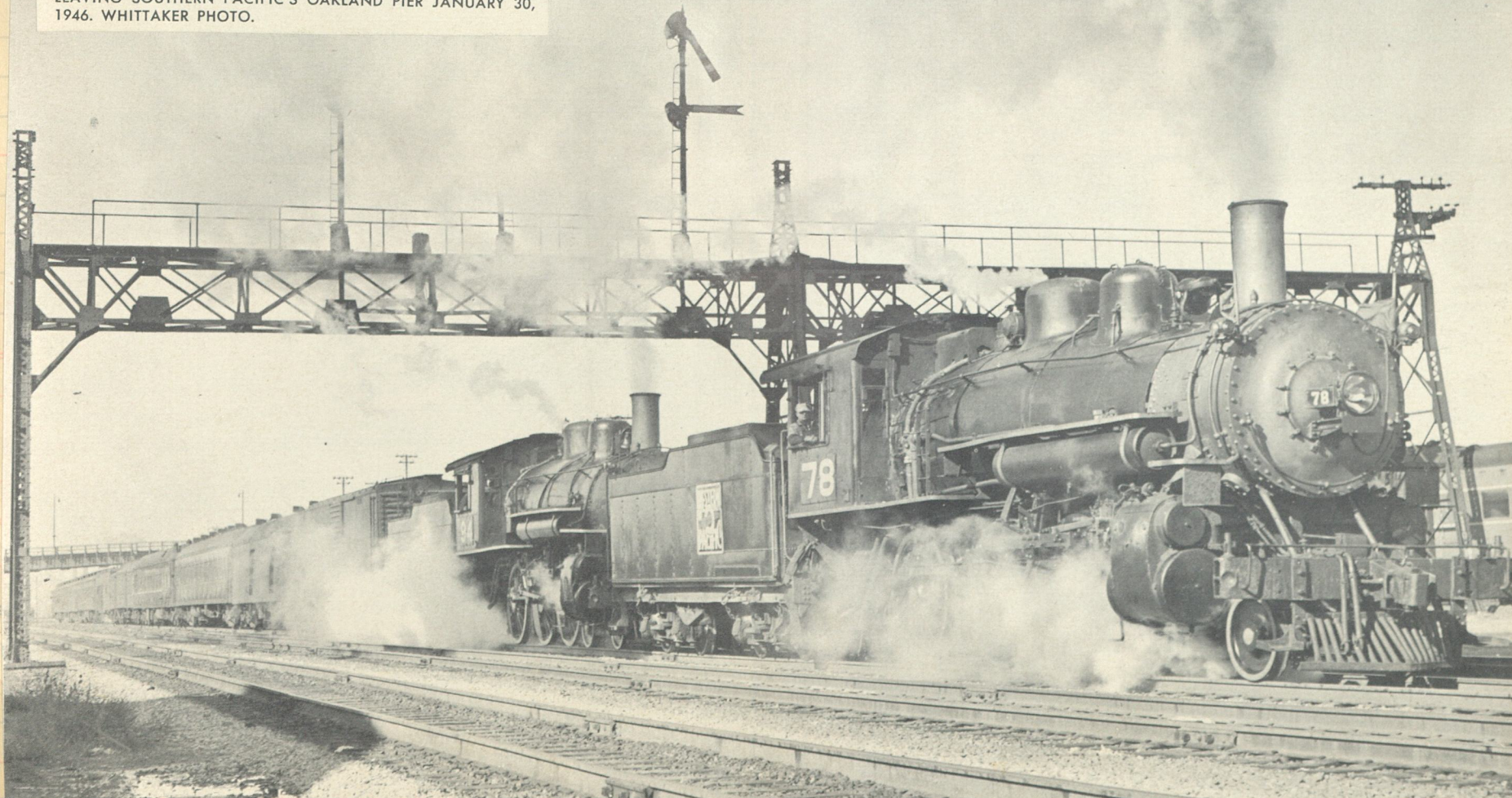
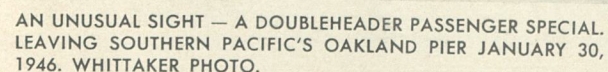
Mike 324 does the honors as it takes the 14 cars
of No 39 out of Portola on June 25, 1939



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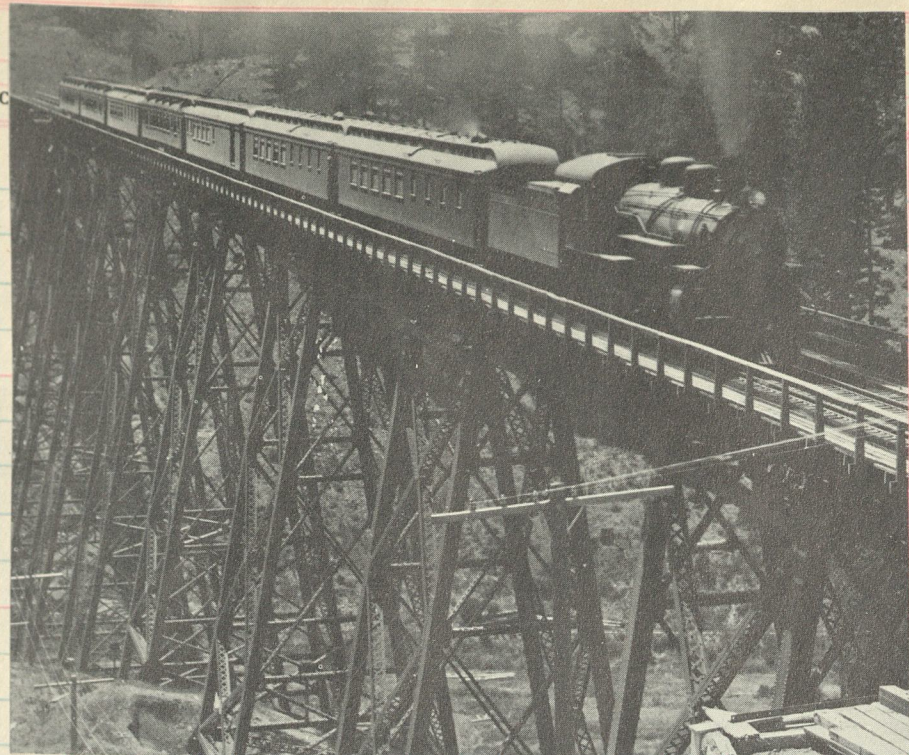


c/n 46463



Blt. by Moore & Scott 1912-13

Class No. Sold Amount

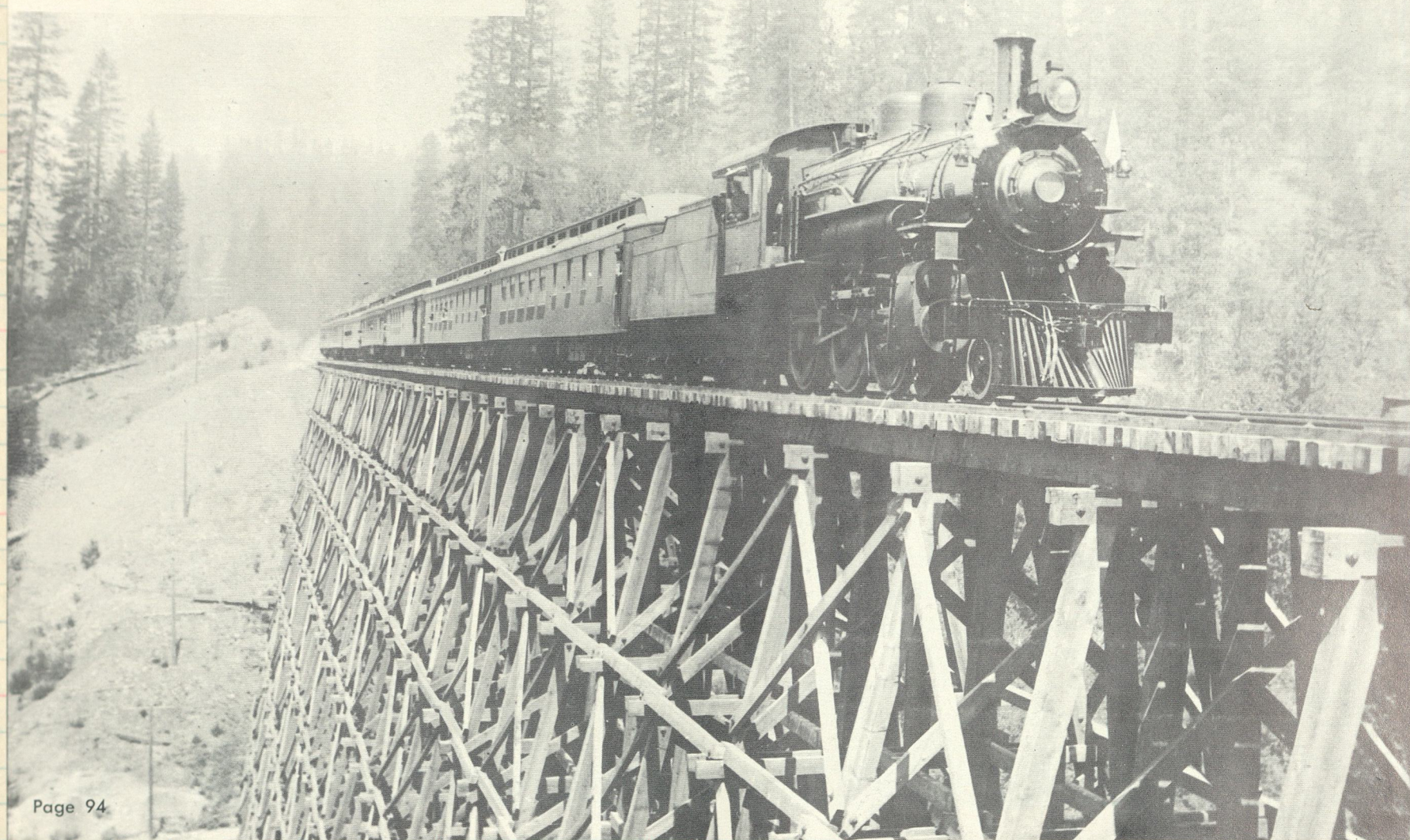


Amount

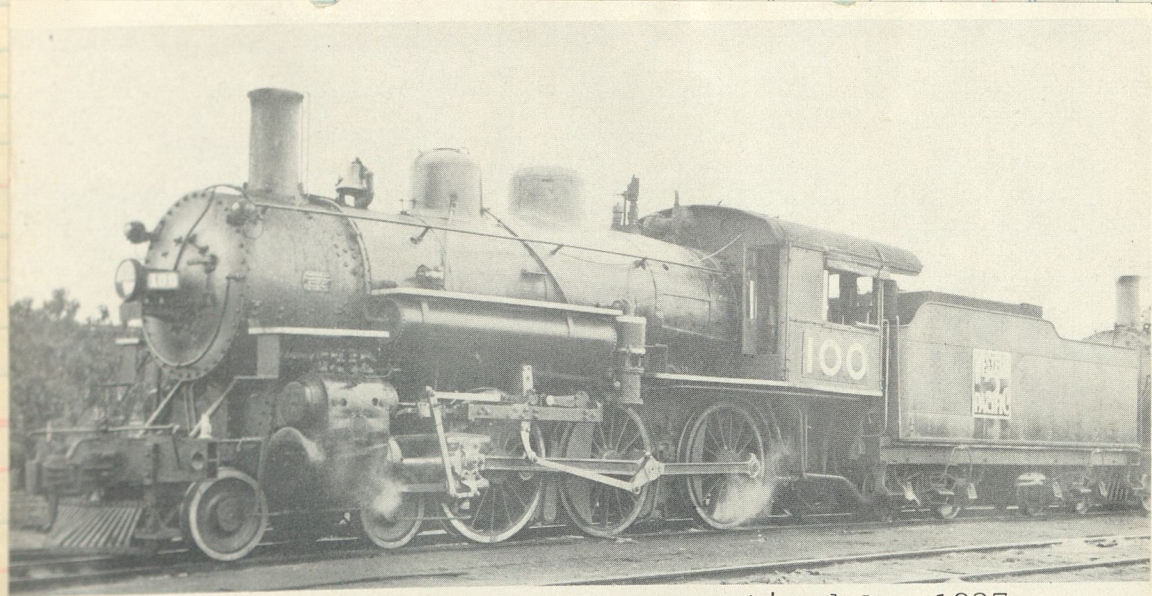
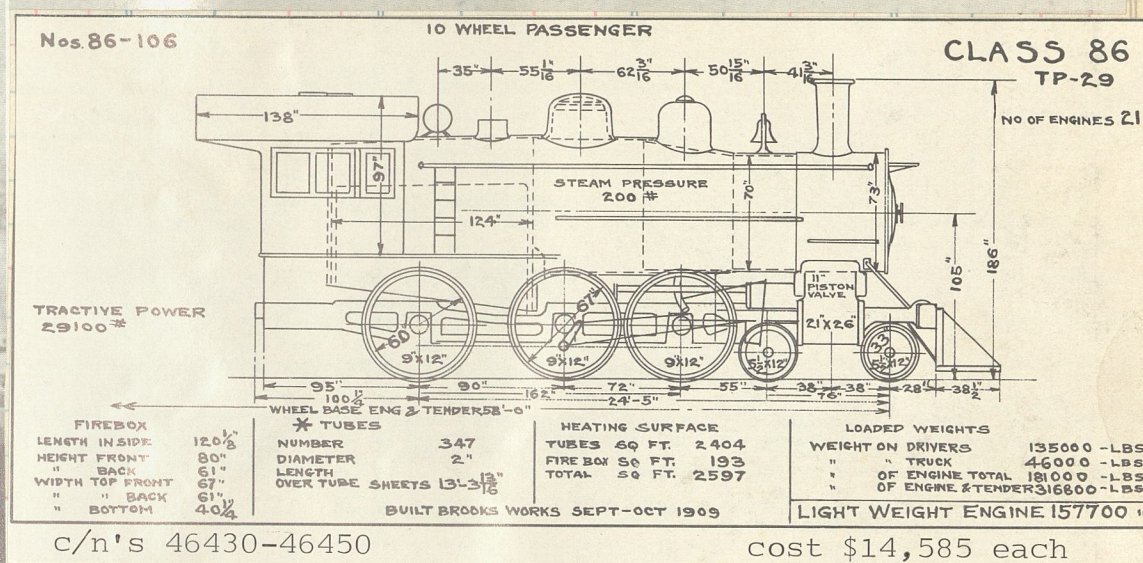
ENGINE 104 READY TO LEAVE SALT LAKE CITY WITH FIRST PASSENGER TRAIN, AUGUST 20, 1910. WP PHOTO.



ENGINE 94 AND FIRST PASSENGER TRAIN, SPANISH CREEK TRENTLE NEAR KEDDIE, AUGUST 21, 1910. WP PHOTO.



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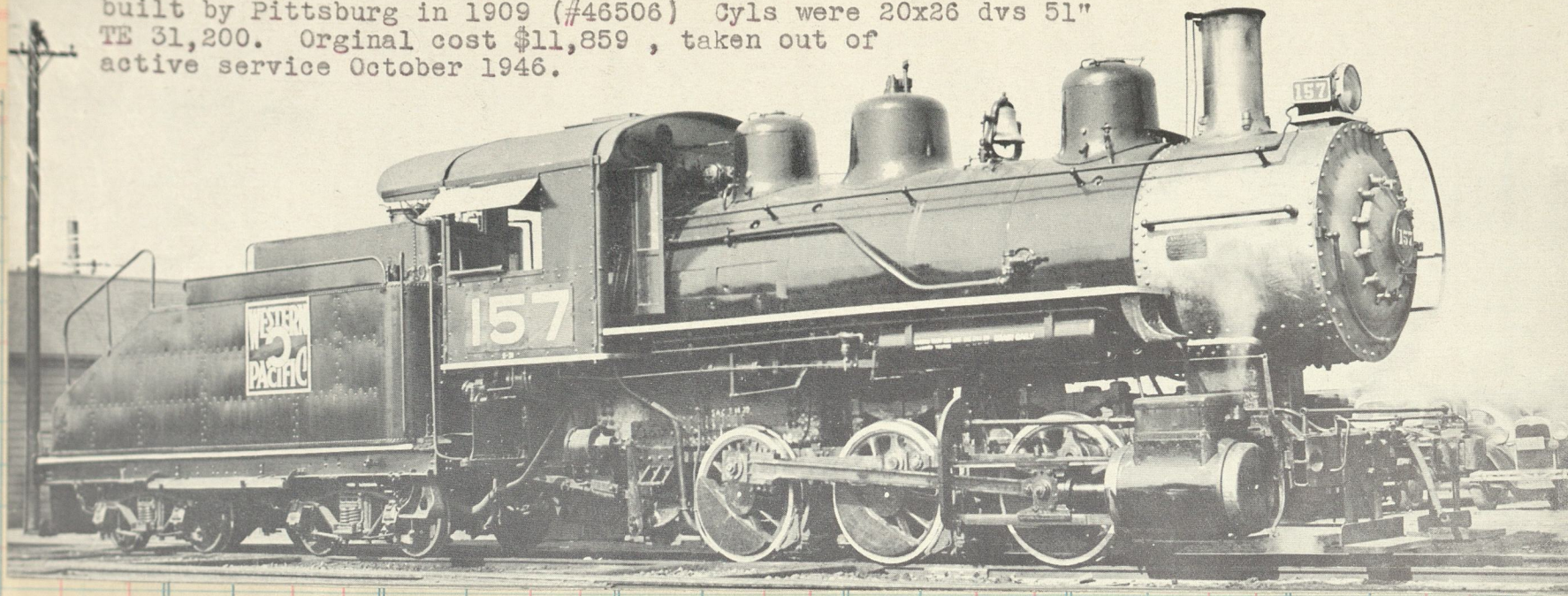


retired Apr 1937



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The 157, one of eight (151-158) initial six wheel shifters built by Pittsburg in 1909 (#46506) Cyls were 20x26 dvs 51" TE 31,200. Original cost \$11,859, taken out of active service October 1946.

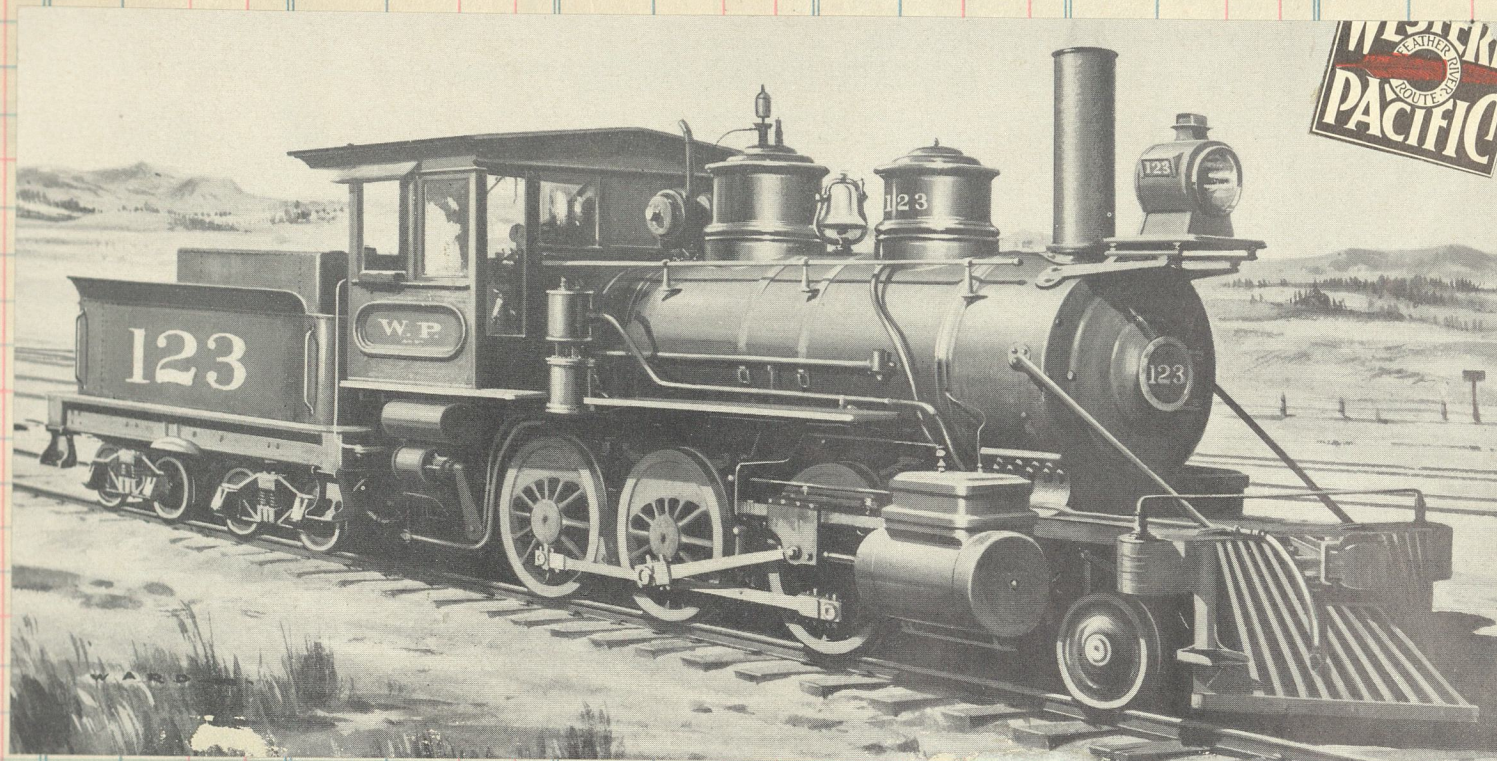
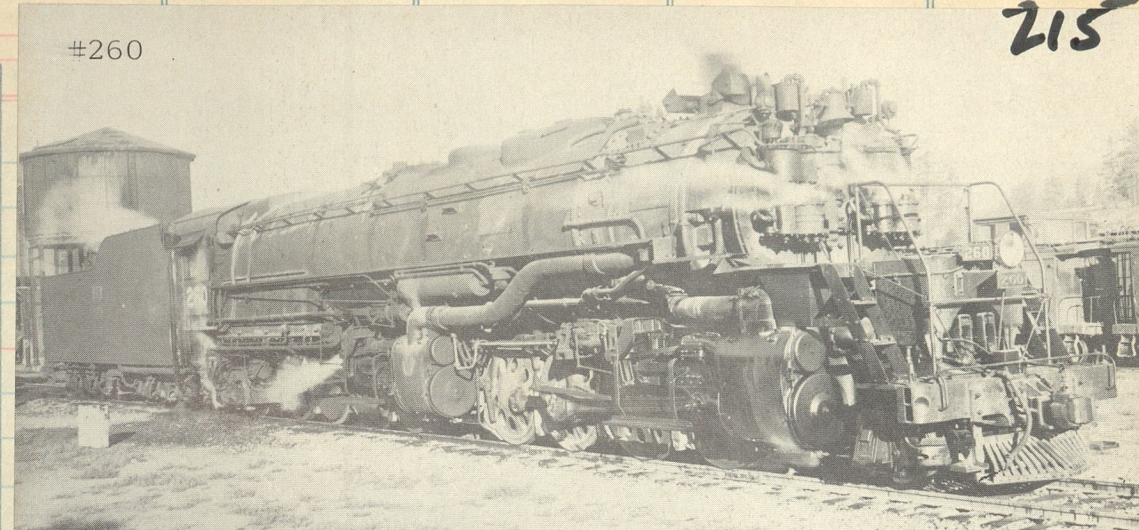


NYCS 2-43 1000 bks. (Eureka 96728)
A P A-46 Printed in U. S. A.

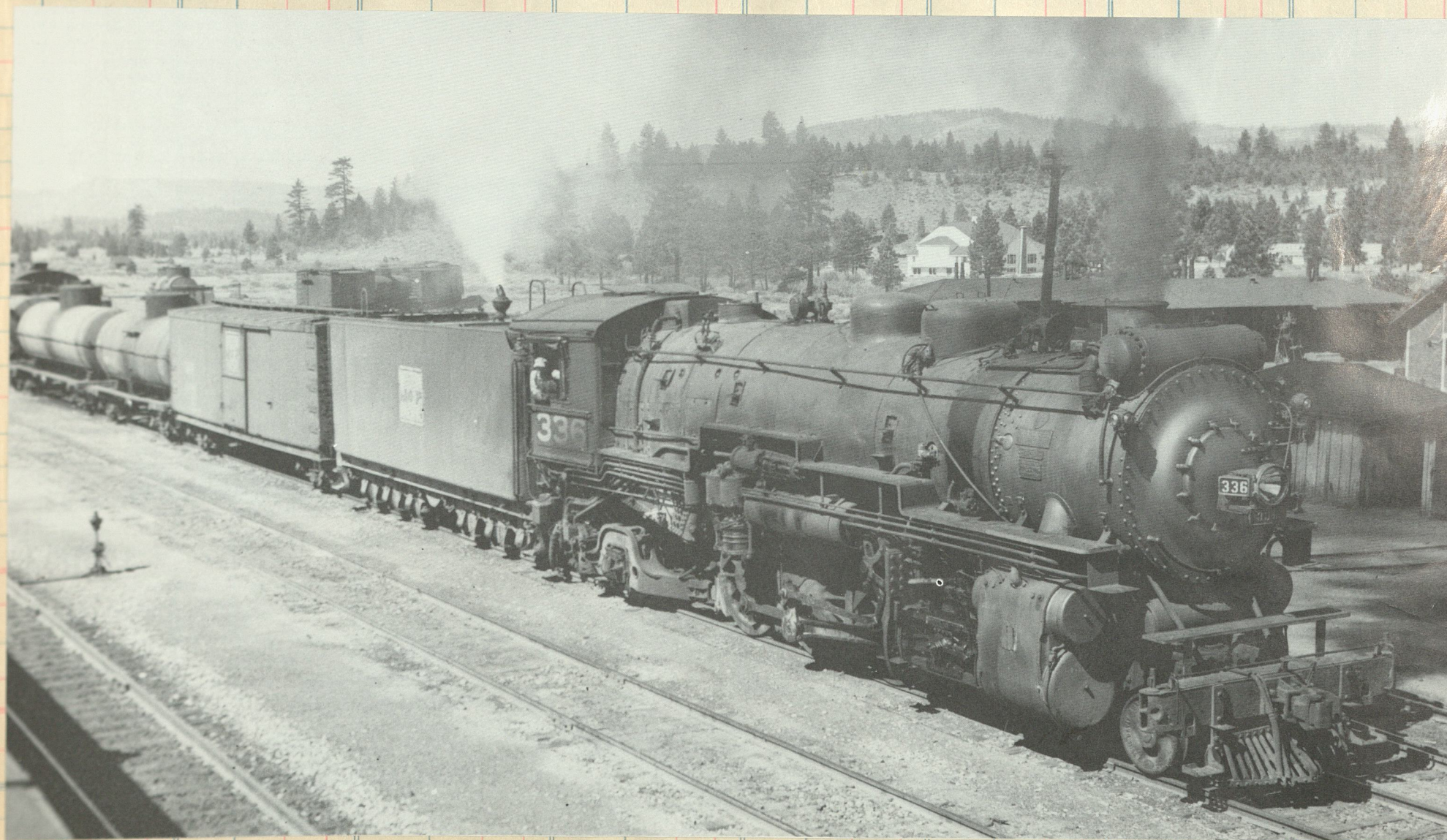
CUT HERE
To Make
Short Sh

#260

215



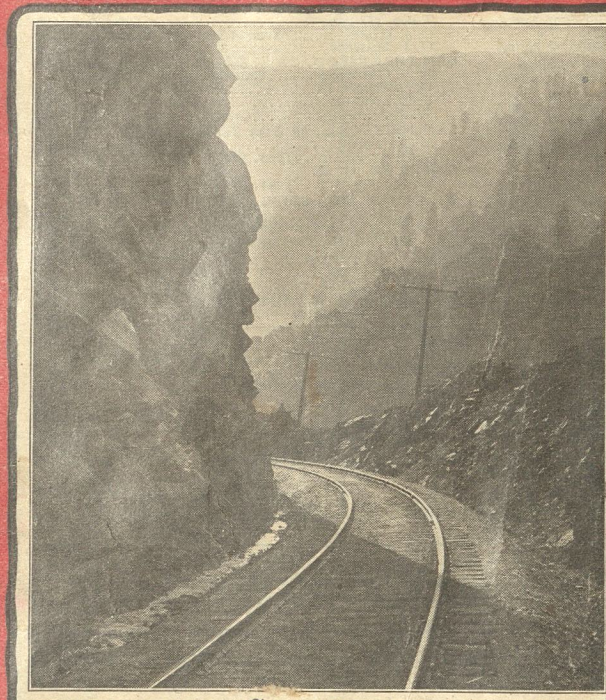
Mogul 123 was originally Virginia & Truckee #24, the "Merrimac" built by Baldwin in 1876 [c/n 3891]. In 1901 was sold to the Verdi Lumber Co as their #2. The next year went to the Boca & Loyalton and in November 1916 was acquired by the W.P. when that road absorbed the B&L. Rebuilt at the Jeffery Shops and noed 123. Retired in 1924.



The W.P.'s final Mike getting under way with E/B tonnage at Portola 5/29/39

NOVEMBER-DECEMBER, 1916 OKM

WESTERN PACIFIC DENVER AND RIO GRANDE

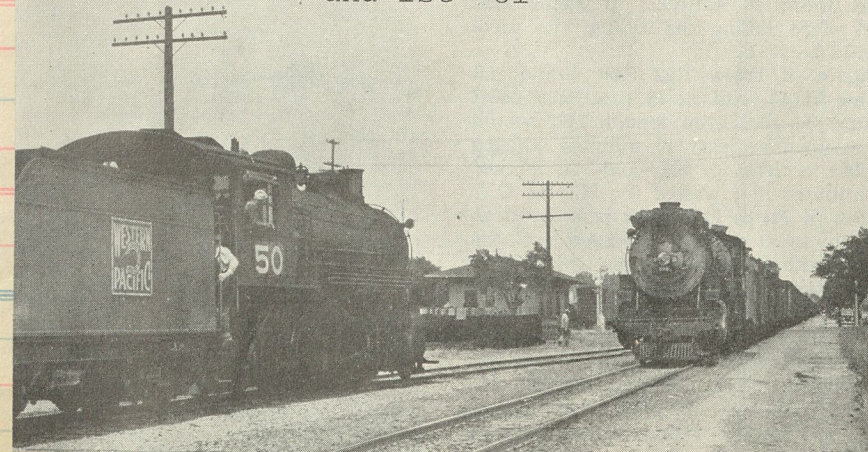


PROFILE CLIFF, GRAND CAÑON OF THE FEATHER RIVER, CALIFORNIA

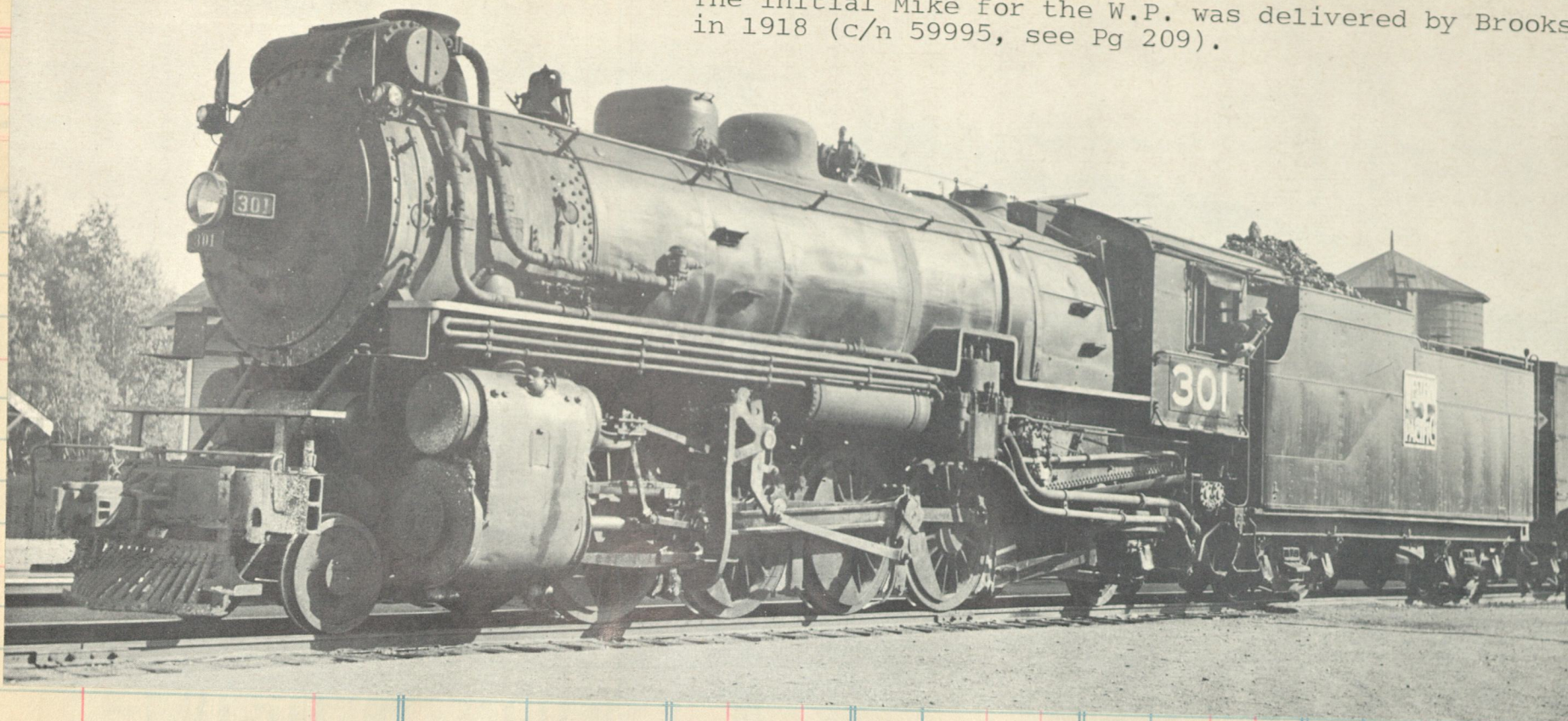
"The Scenic Line of the World"

THE GREAT SALT LAKE ROUTE

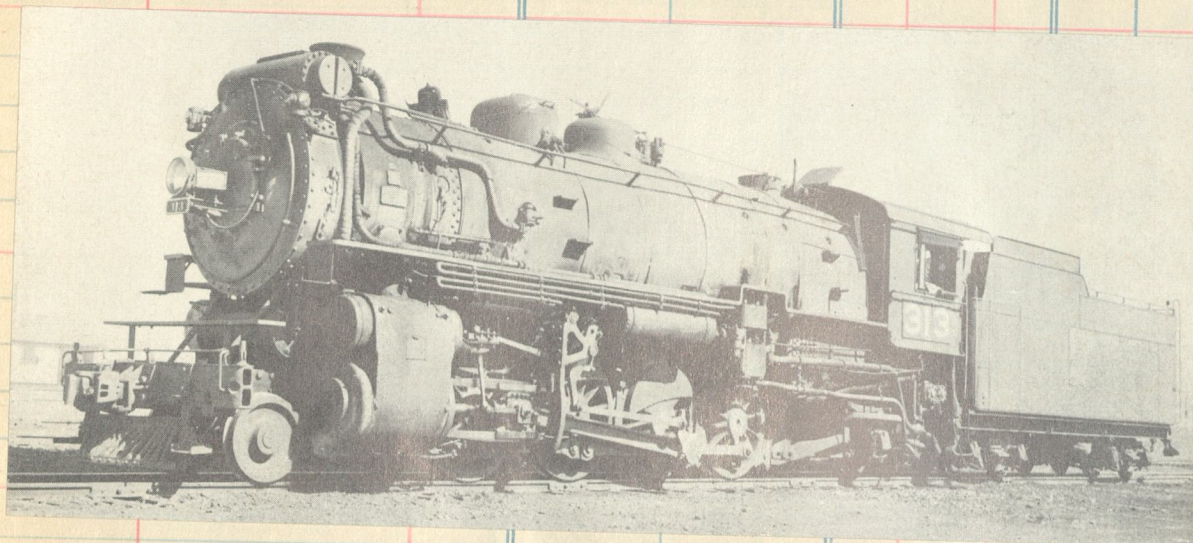
A meet at Livermore between Extra 50 east and 1st #61



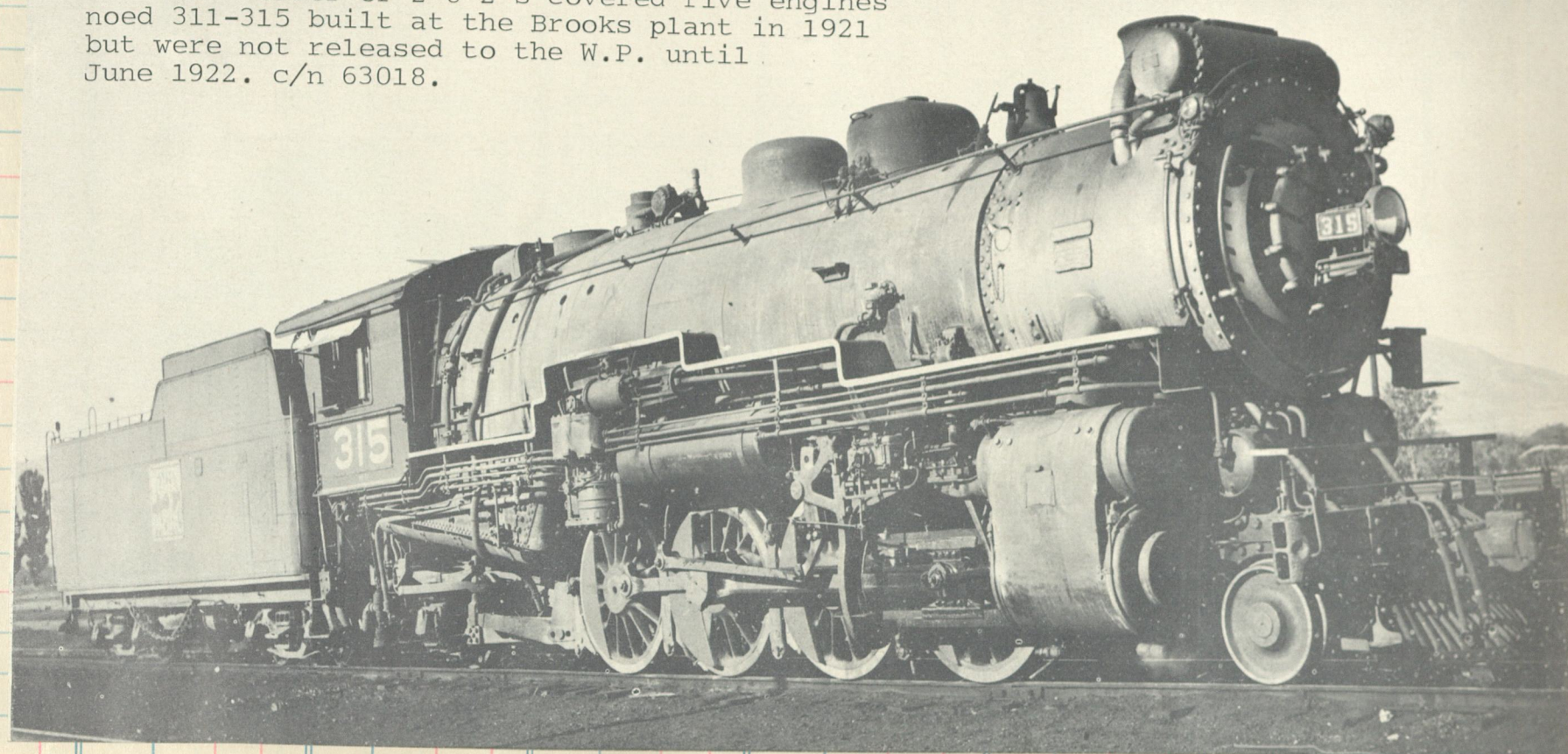
The initial Mike for the W.P. was delivered by Brooks in 1918 (c/n 59995, see Pg 209).



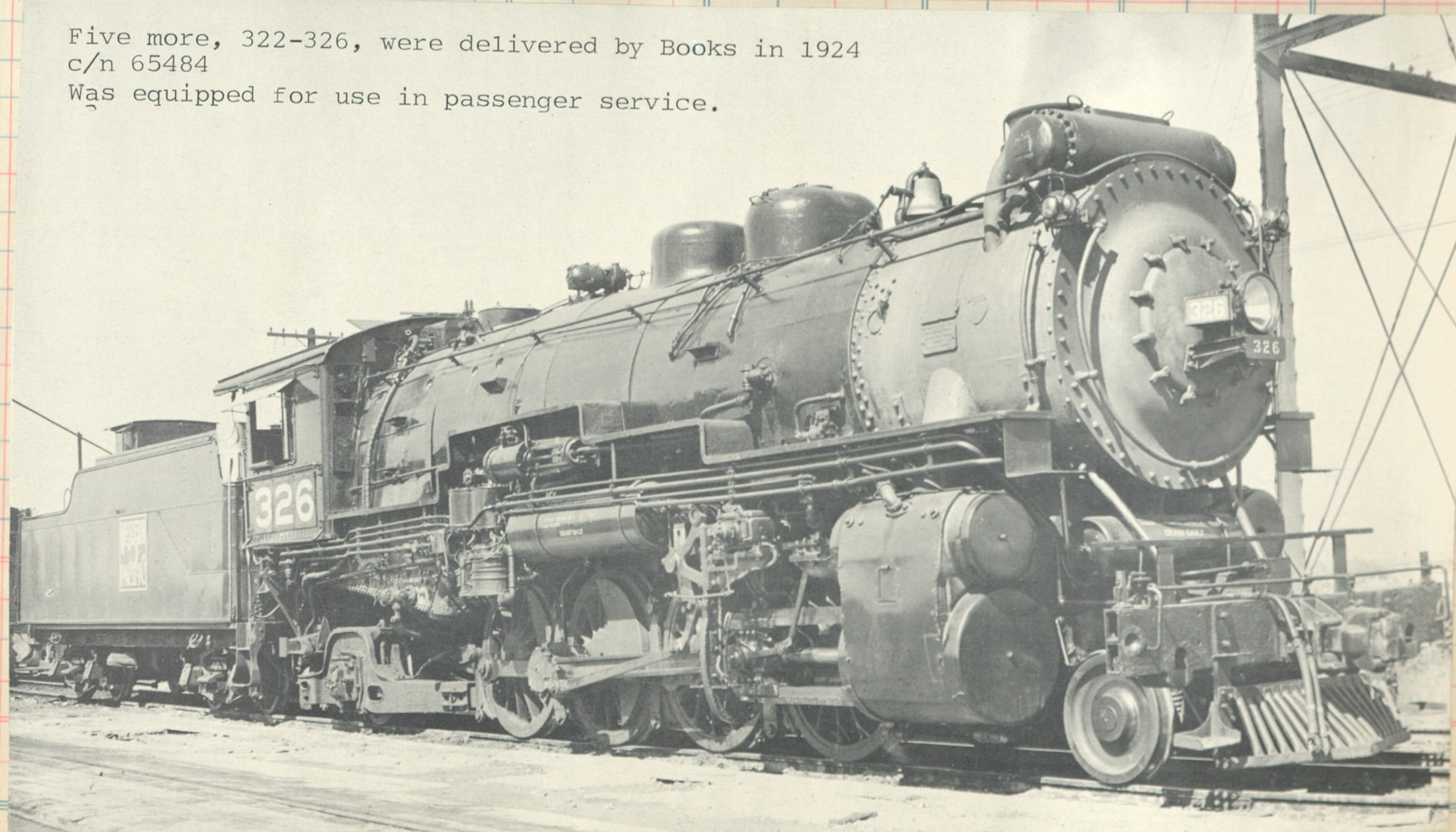
RD OF TICKET SALES AT

[illegible]

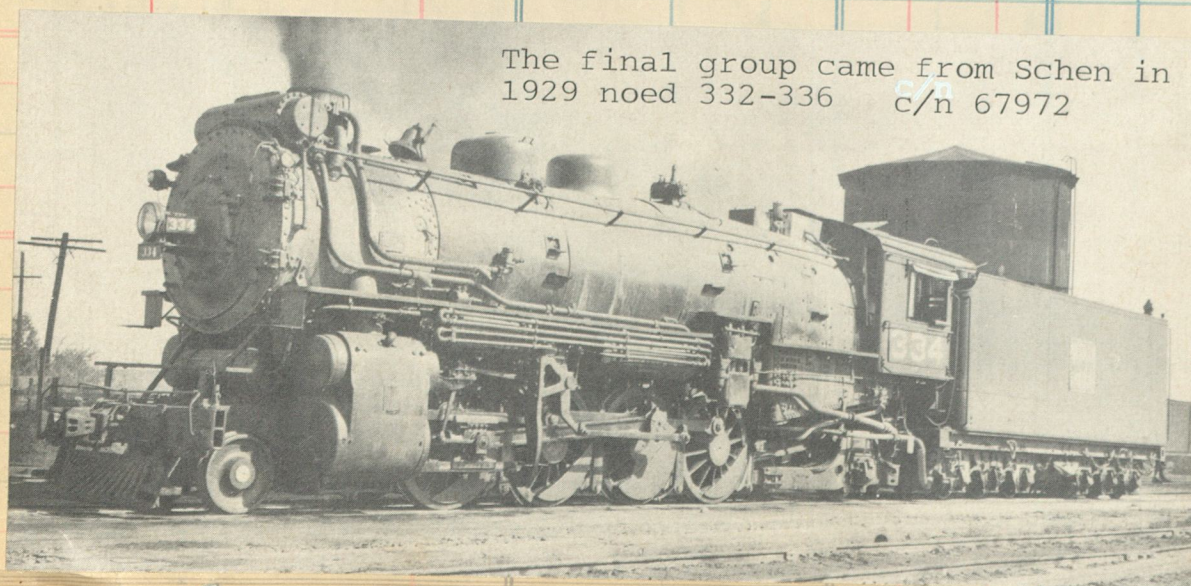
The third order of 2-8-2's covered five engines numbered 311-315 built at the Brooks plant in 1921 but were not released to the W.P. until June 1922. c/n 63018.

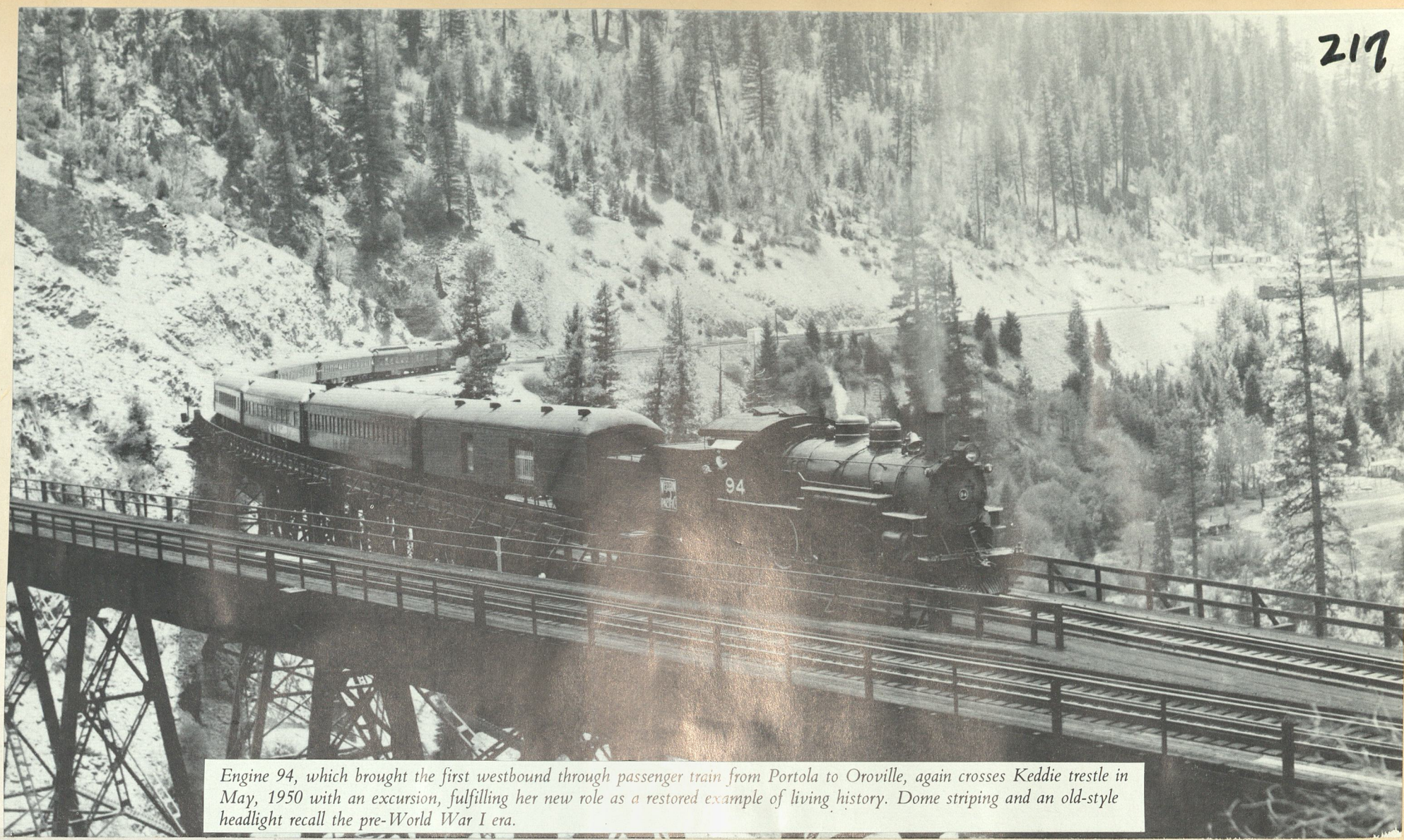


Five more, 322-326, were delivered by Books in 1924
c/n 65484
Was equipped for use in passenger service.

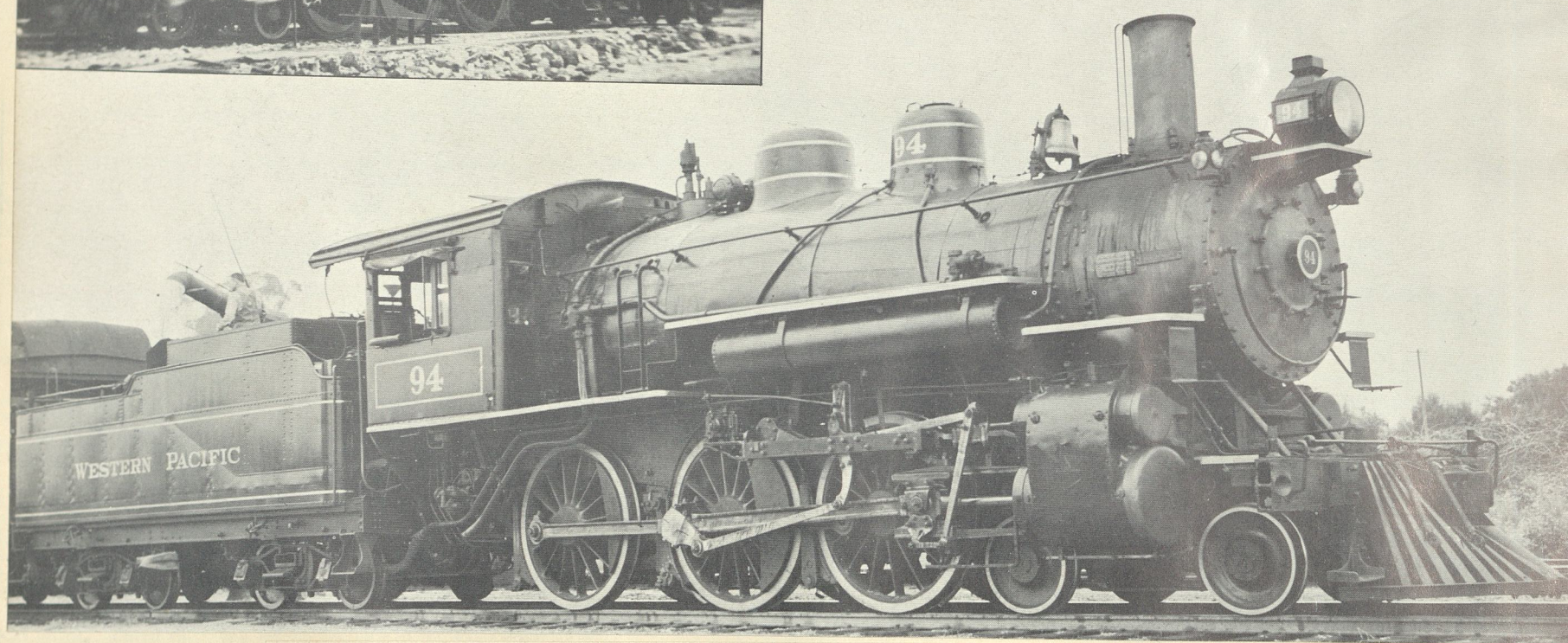
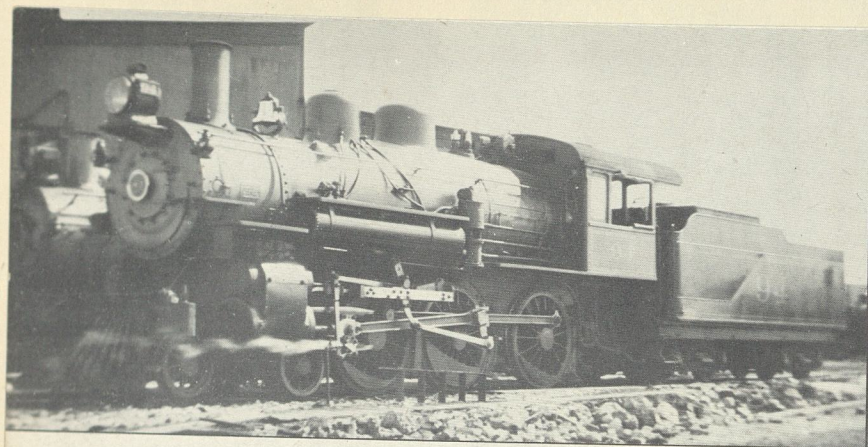


The final group came from Schen in
1929 noed 332-336 c/n 67972

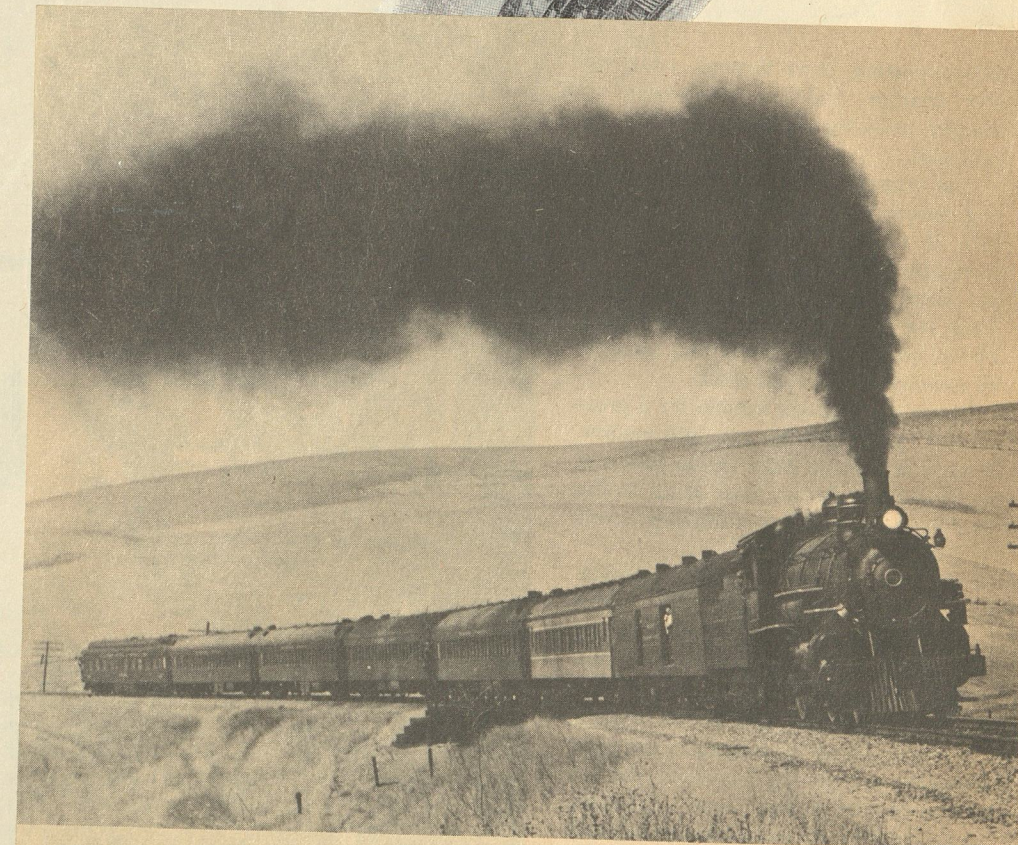




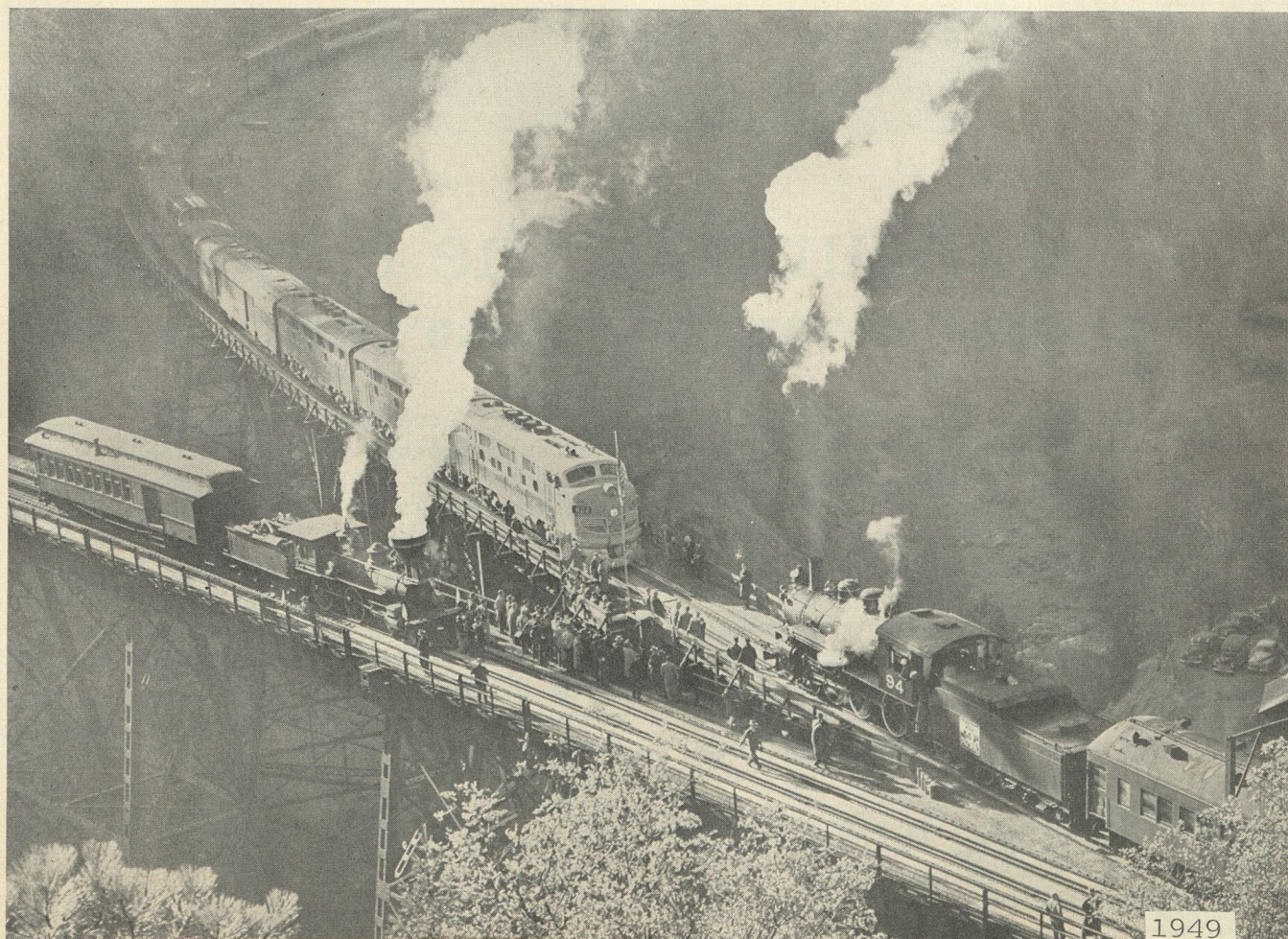
Engine 94, which brought the first westbound through passenger train from Portola to Oroville, again crosses Keddie trestle in May, 1950 with an excursion, fulfilling her new role as a restored example of living history. Dome striping and an old-style headlight recall the pre-World War I era.



app 49 53

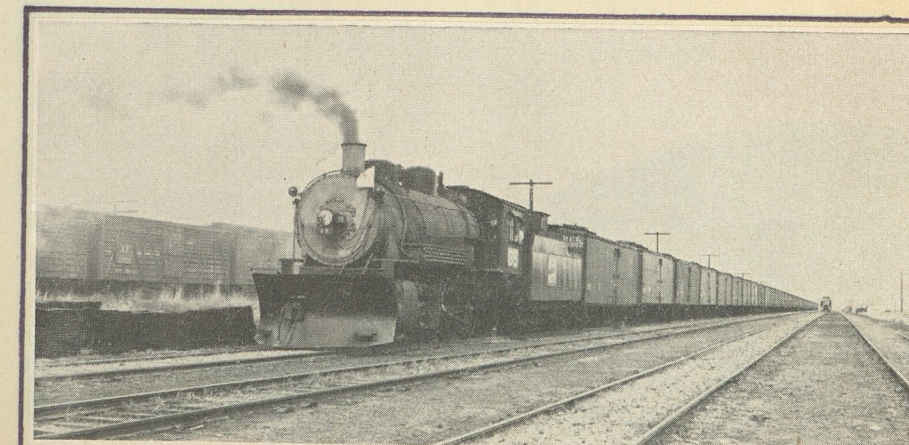


June 7, 1959: Western Pacific No. 94 grinds up Altamont Pass in California beneath Bart



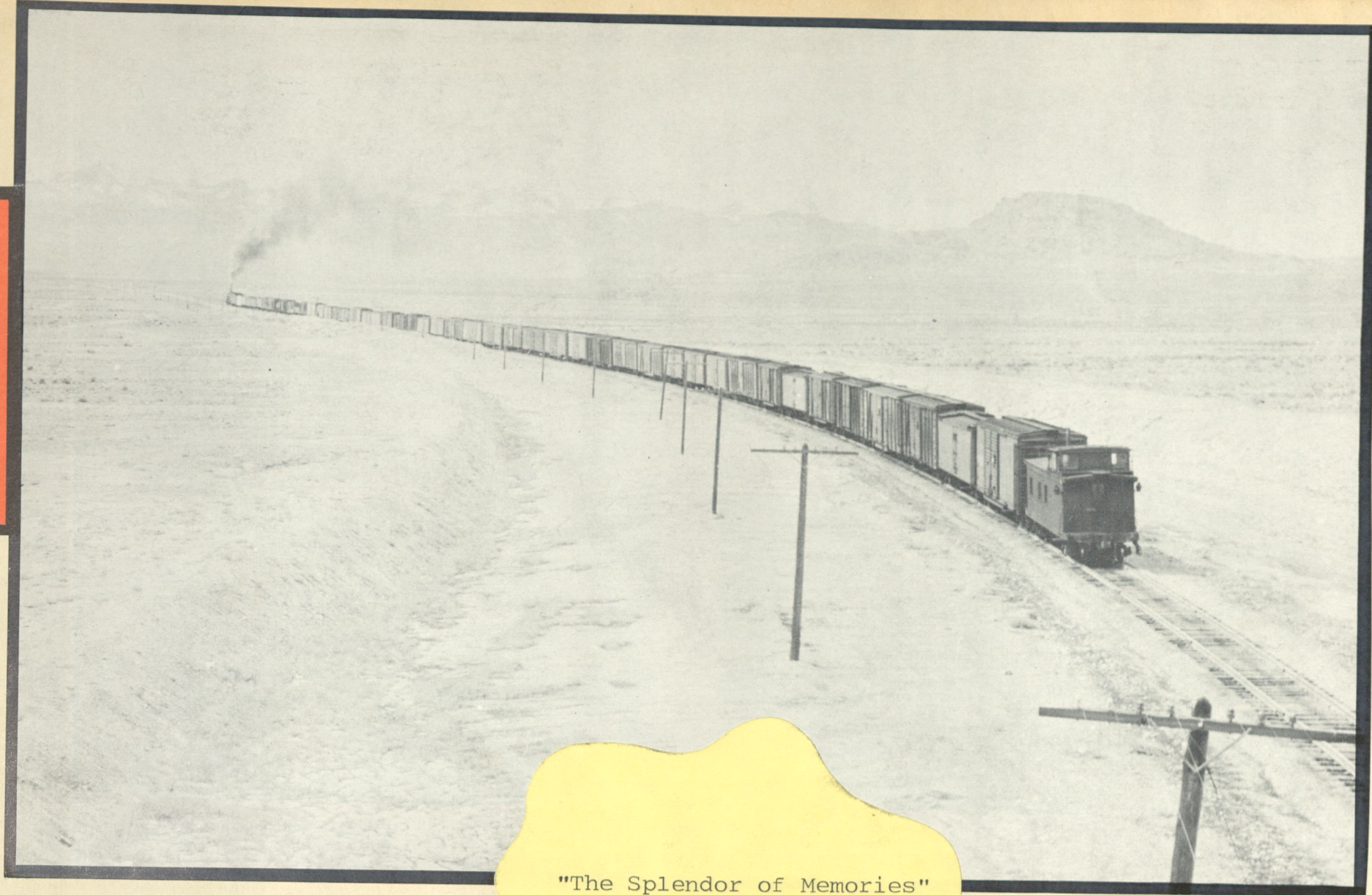
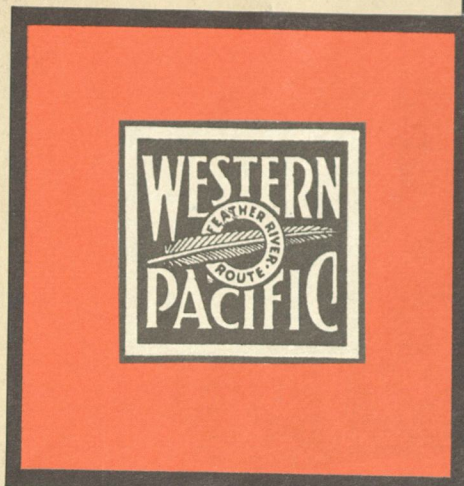
1949

Western Pacific staged this re-enactment of driving the last spike on Spanish Creek Bridge to commemorate its 40th birthday last November 1. "Spectators" included the wood-burning locomotive which played Jupiter at the Chicago Railroad Fair, the new vista-domed California Zephyr, and engine No. 94, which pulled the first passenger train down the Feather River Canyon. The man who drove the original spike repeated the act.



1950

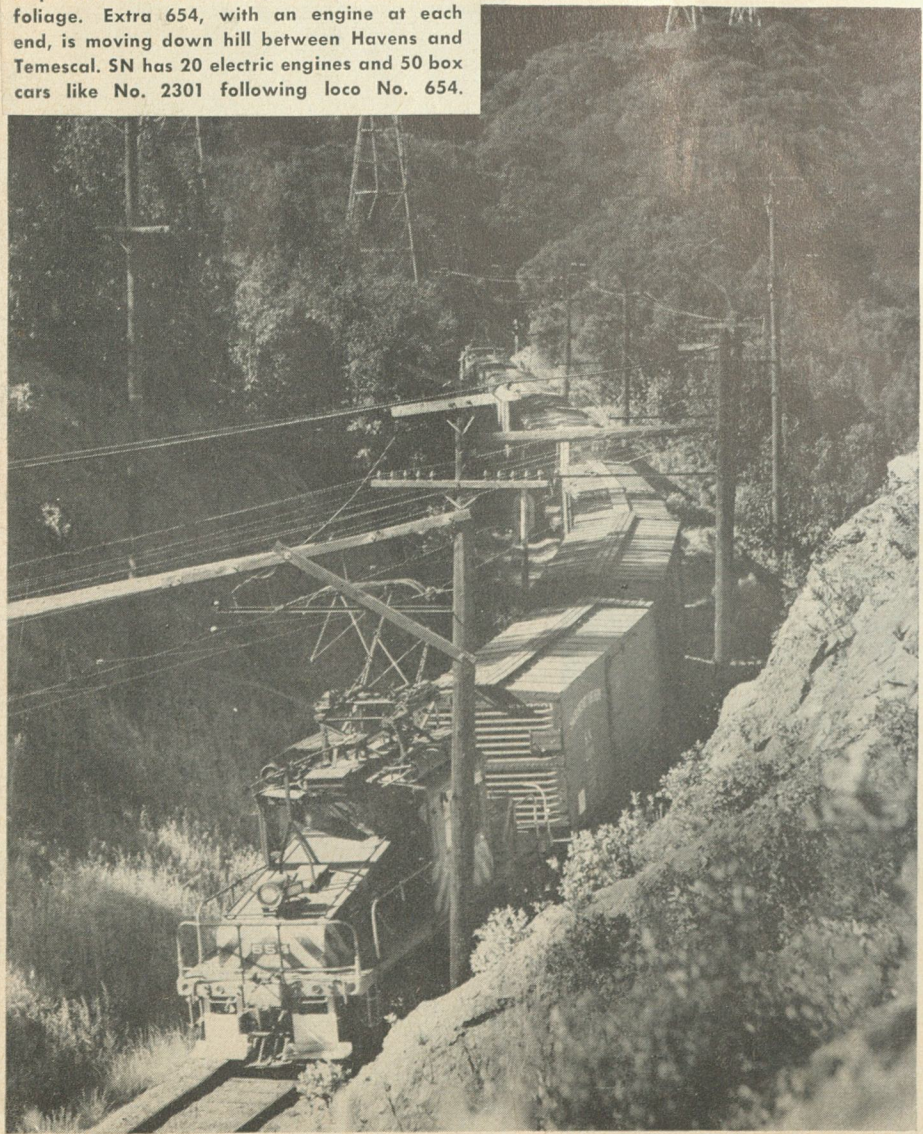
The last steam train on Western Pacific's Eastern Division left Elko, Nev., on March 17 behind No. 35, a 2-8-0 which has been in service since WP was completed in 1909. Fifteen new diesels are now taking the place of steam east of Portola, Calif. Dieselization allows WP to sell its water resources to ranches at seven points in Nevada, three in California, and three in Utah.



"The Splendor of Memories"



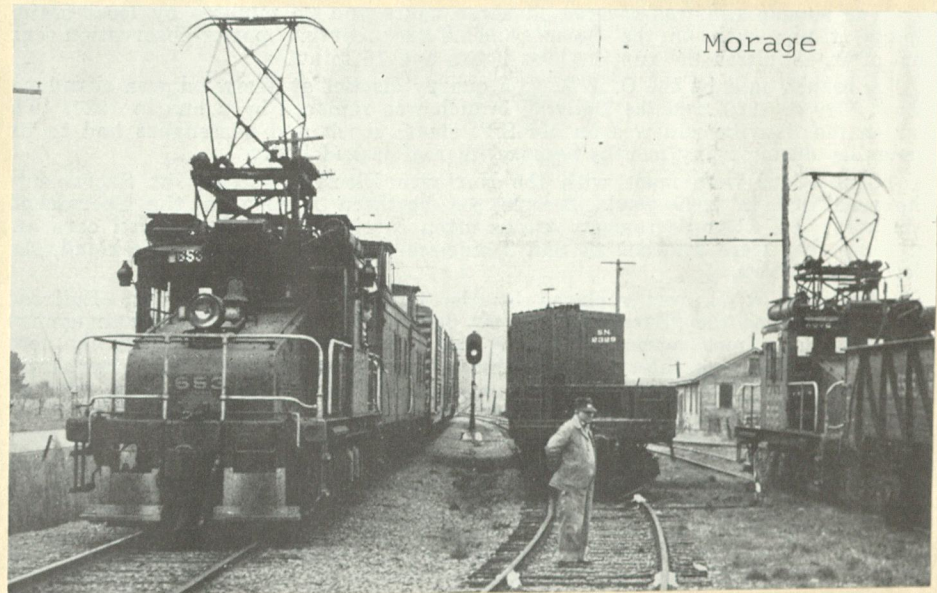
Down in the rolling Contra Costa hills east of Oakland, Calif., two Sacramento Northern electric locos ease an 11-car freight around the serpentine curves winding through forestlike foliage. Extra 654, with an engine at each end, is moving down hill between Havens and Temescal. SN has 20 electric engines and 50 box cars like No. 2301 following loco No. 654.



William E. White



The "Comet" in Chabot Canon Earl Fancher

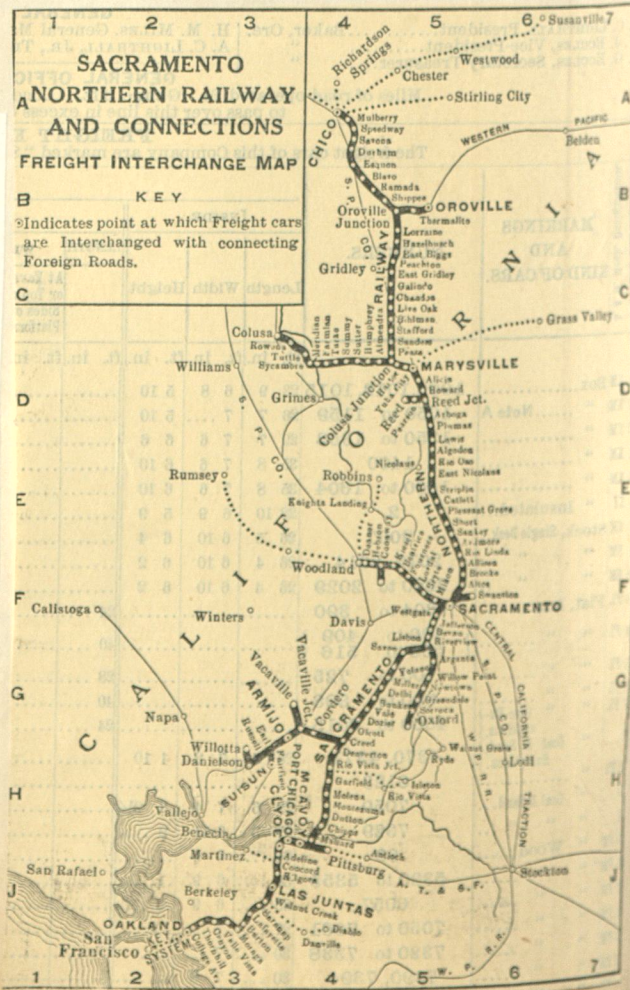


Morage



The Sacramento Northern serves the rich irrigated Sacramento Valley in California. Today it handles nothing but freight, but two decades ago the Sacramento Union Station was filled with waiting passenger cars. The all-electrified line runs 179 miles from Oakland to Chico and crosses the Sacramento River at Mallard via car ferry.

B. H. Ward.

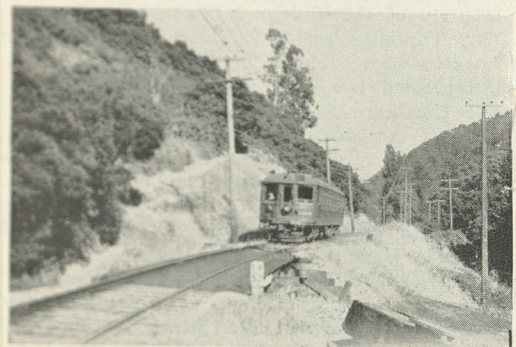




B. H. Ward, 745 Balboa, San Francisco, Calif.

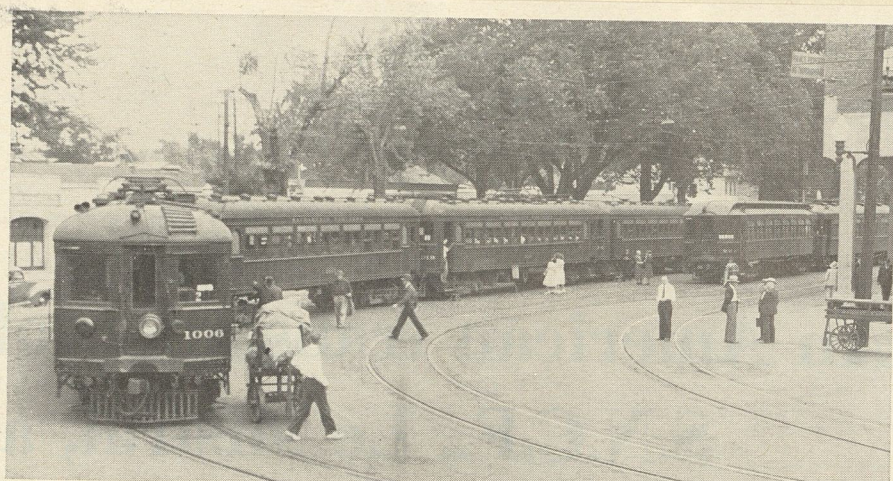
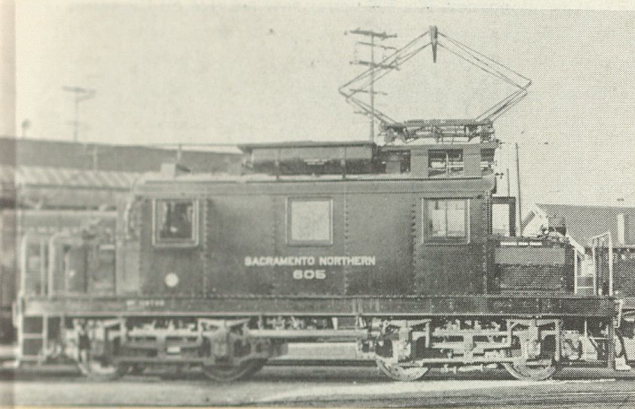
Trains at speed.

Above is train No. 7 southbound from Marysville on Western Pacific tracks. Below, train No. 27 approaches the east portal of tunnel shown on page 37.



Once a 2-4-4-2.

This engine, built in 1913, was the twin of No. 606 until it was rebuilt without pony trucks in 1928. The railroad has a number of steep cab locomotives similar in appearance to this one. Some occasionally pulled passenger trains.



James P. Shuman.

6. Those were the days! Sacramento Northern's Comet was once not only the longest through interurban run in the U.S. but the only one employing trainferry service.



S.N. at Woodland, Calif. 1938

PLEASE--Store in flat position.

SACRAMENTO NORTHERN RAILWAY

DINING CAR SERVICE

CLUB BREAKFAST

50c

SLICED ORANGE
OATMEAL WITH CREAM
MUFFINS OR TOAST
COFFEE, TEA OR MILK

60c

Seventy-five Cents

HALF GRAPEFRUIT
BACON OR HAM
WITH FRIED EGGS
MUFFINS OR TOAST
OR
HOT Cakes STRIPPED WITH BACON
COFFEE, TEA OR MILK

if orders are not furnished to Substitutes for Above Orders

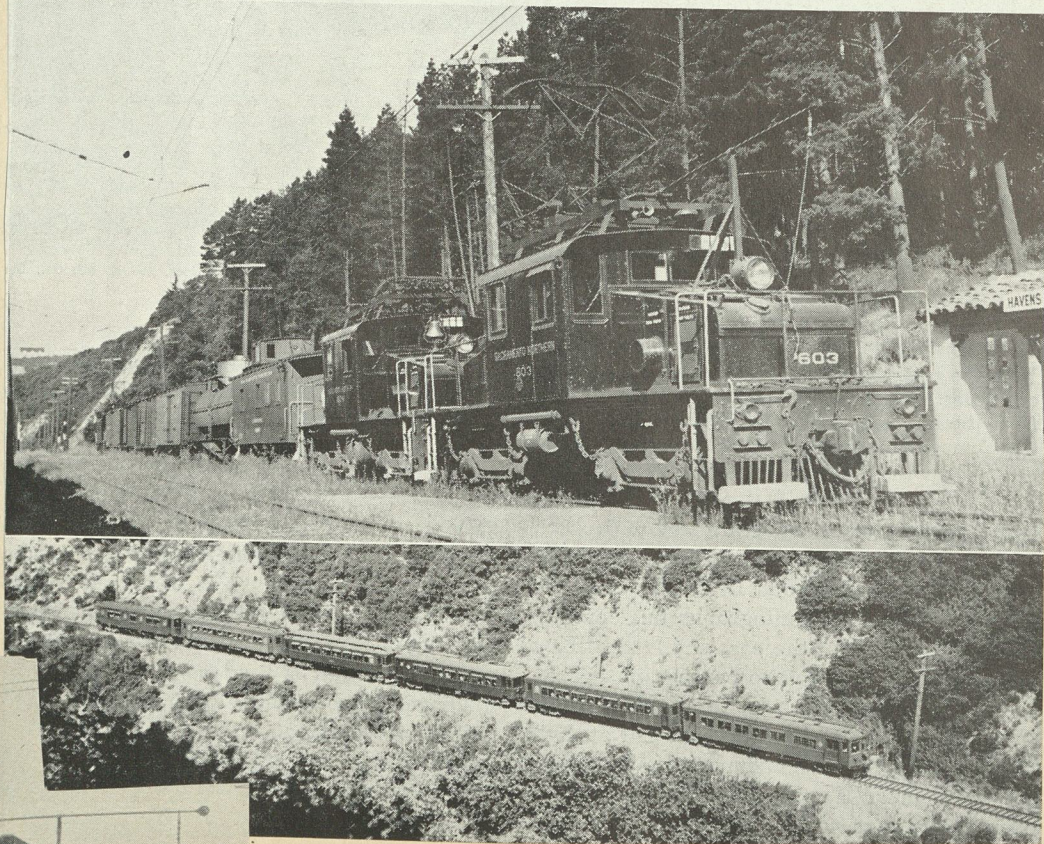
A LA CARTE

ORANGE OR GRAPEFRUIT JUICE 35
FRESH FRUITS WITH CREAM 35
BAKED APPLES WITH CREAM 35
STRAWBERRY JAM 25
ROLLED OATS WITH CREAM 20 CORN FLAKES WITH CREAM 30
HAM OR BACON AND EGG 75
FRIED HAM OR BACON WHOLE PORTION 75; HALF PORTION 40
CHOLETTE OF MILD HAM 45
BROCK (2) FRIED OR BOILED 35
WHOLE CAKES WITH SYRUP 75
WHOLE CAKES STRIPPED WITH BACON 75
HAIRED BROWN OR AMERICAN FRIED POTATOES 25
GRY OR BUTTERED TOAST 15 MUFFINS 15
COFFEE, CUP (3) POT 25 TEA, GREEN OR BLACK, POT 20
FULL CREAM MILK 15

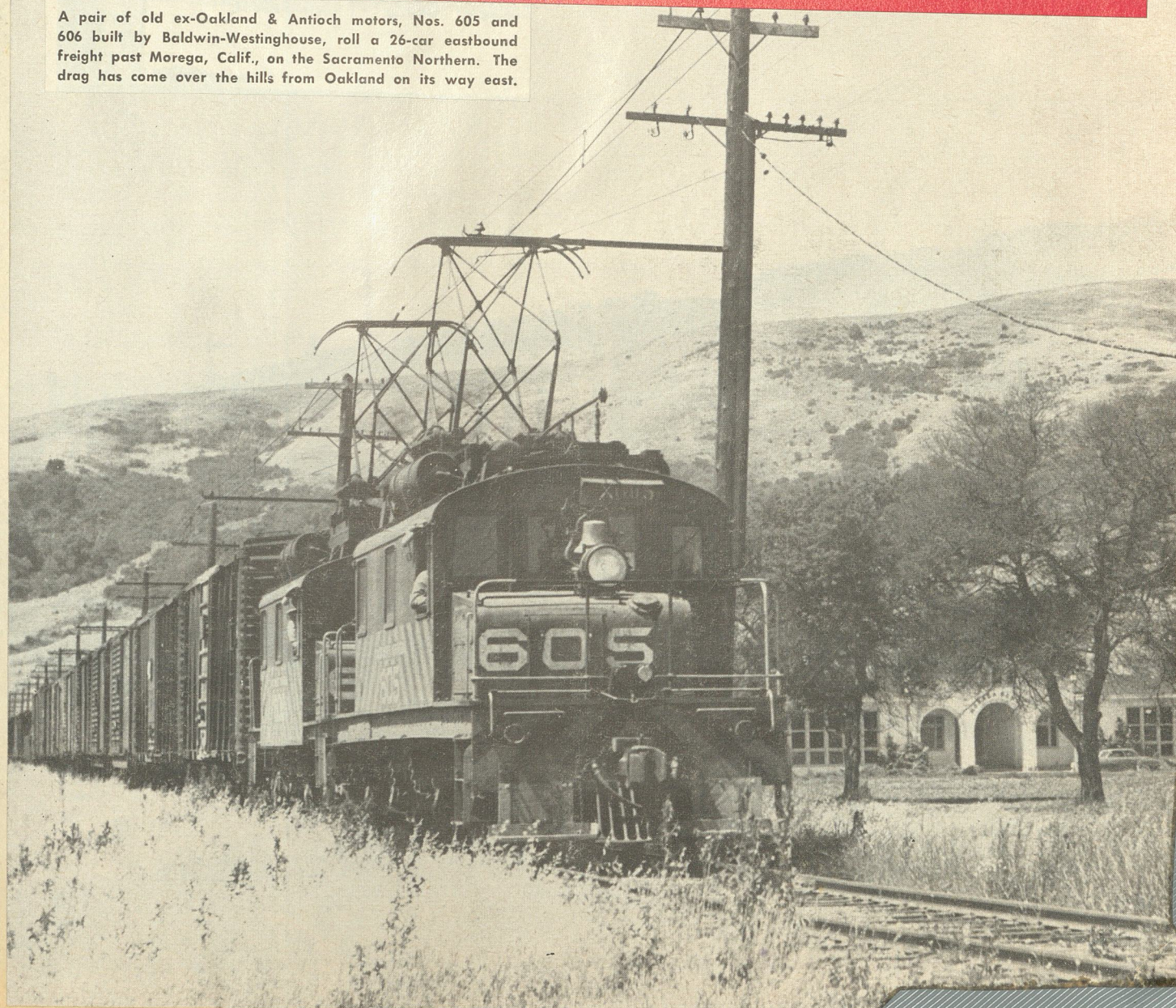
It is the earnest desire of the management that you be pleased with the service in this dining car and suggestions toward that end are invited.
C. E. BAYNE, Supt. Dining Car Service
4th and Station Oakland, California

Trains roll through Temescal and Shepard canyons.

Three locomotives, a caboose, three box cars, a reefer and a tank car comprise this freight train. It is Extra 661 West with helpers 603 and 604 on the rear end (nearest camera) waiting for a meet with passenger trains 12 and 17 at Havens in Temescal Canyon. Below is the Comet pulling up a 3 per cent grade in Shepard Canyon farther to the east. The makeup of the train includes coaches, parlor and observation cars.



A pair of old ex-Oakland & Antioch motors, Nos. 605 and 606 built by Baldwin-Westinghouse, roll a 26-car eastbound freight past Morega, Calif., on the Sacramento Northern. The drag has come over the hills from Oakland on its way east.



Out where the world is in the making,
Where fewer hearts in despair are aching,
That's where the West begins;
Where there's more of singing and less of sighing,
Where there's more of giving and less of buying,
And a man makes friends without half trying—
That's where the West begins.

ARTHUR CHAPMAN

